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JAMES A. CRUIKSHANK,
On cruising trip, Ontario, Canada.

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SPALDING "RED COVER" SERIES OF
ATHLETIC HANDBOOKS
No. 60R

PART I

CANOEING

A Little Book for the Lover of Woods and Waters and in Praise of the Light and Fragile Craft of the American Indian with which Continents have been Explored and which has now become the Most Popular of all Vehicles with which to find Sport, Recuperation and Rest out of doors.

BY
JAMES A. CRUIKSHANK

PHOTOGRAPHS BY THE AUTHOR

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INTRODUCTION

Probably no vehicle or craft, so far devised by man, contains in proportion to its weight such marvelous capacity for business and pleasure as the canoe. Its only rival in lightness and carrying capacity is the bicycle; but the bicycle is limited to one, or at most to two, passengers, permits practically no baggage to be carried, and is dependent for its usefulness on a road prepared by man. A canoe of equal weight to a tandem bicycle will comfortably carry three, four, or even five persons, or two persons with ample equipment and food for several months of cruising in the wilderness far from the haunts of men. It becomes shelter or tent in an emergency, and it requires only the natural road of river or lake, that great, flowing highway which was man's first route to the regions beyond.

As bearer of those intangible, priceless gifts, pleasure and health, even the tiniest canoe carries such cargo as rarely falls to the lot of an ocean greyhound. For it is not too much to say that perhaps no single implement of sport enjoys such reasonable certainty that it will be used by many for simple, wholesome pastimes out of doors, that it will stimulate many to beneficial exercise under sunny skies, that it will bring its precious freight into the very heart of nature, whence come the finest inspirations of life.

Fortunately, the canoe is not a type of that "sport by proxy" which thoughtful students of modern athletic pastimes are beginning to question so critically. Nobody comes into the fascinating range of a canoe's influence without desiring to take a hand in managing the craft. Every canoe owner knows the avidity with which guests are willing to exchange comfortable seats among cushions for a bit of the strength-giving exercise at the paddle. And few who have ever tasted the rare joys of handling a canoe for themselves are satisfied with mere memories.

Not a few men who have tried every form of water sport end by being thoroughly satisfied with the canoe. Some of the most noted canoeists of the world are even graduates from the decks of lordly yachts, who have learned that if one truly loves the water the nearer one can get to it the happier one is.

The Americans, and by that we mean all the dwellers on this continent, owe much to the canoe. First as the craft with which the early voyageurs made their way up the Hudson, the St. Lawrence, along the Great Lakes, down the Missouri, the Ohio and the Mississippi, then to explore those wonderful rivers of our own great Northwest, and the even mightier highways of water in Canada and Alaska. Perhaps the conquest and the civilization of this continent was advanced hundreds of years by reason of the birch-bark craft of the American Indian.

Having served its day and generation so well as a vehicle for trade and exploration the canoe has renewed its youth and now promises to become the most popular implement for sport and nature-enjoyment so far devised by this or any other people. Unless one is fully in touch with the facts, the statement of the rapidity with which the canoe is coming into popularity, not merely on this continent, but all over the world, reads like romance. Where, twenty years ago, the use of the canoe was limited to the real wilds, or to some few daring souls apparently in search of the quickest method of suicide, it is to-day found everywhere that men and women seek the joys of the open air, from billowy ocean to tiny mountain stream. Clubs spring up over night and build additions every year. With that enthusiasm characteristic of the American people in matters of sport, the vogue of canoeing promises to be one of the most interesting developments in the wholesome athletic life of the people in which this generation has been privileged to participate. Already the American canoe has become one of the most popular features of the Henley Regatta in England, perhaps the most important aquatic festival held anywhere in the world; and the upper reaches of the Rhine furnish Continental proof of the widening interest taken in this strictly American contribution to the joys of life afloat. The Sweetwaters of the Bosphorus and the sacred waters of the

Ganges, the blue Nile, the fjords of Norway and the lakes of South Africa, the headwaters of the Amazon and the network of canals which have made Venice the delight of artists for centuries —all these places know and respect the light, fragile, buoyant thing of life and beauty which the American of to-day has learned to fashion from the patterns which the American of yesterday handed down. If America had contributed no other gift to the sports of the world, the modern canoe would entitle her to a respectful ranking among all those virile people who have learned that the spirited outdoor pastimes of any race are true foundations upon which to build structures of individual integrity and character.

CANOES OF ALL NATIONS

It is a curious fact that something in the form of a canoe seems to be known among all the peoples of the world. Differing slightly in shape, and greatly in materials, the divergent products seem clearly to indicate that the canoe, as we know it to-day, is not a thing which has been discovered by one nation and through countless centuries slowly shared with other nations. It is much more likely to be a product of universal necessity, which, after long years, has been evolved to its present development. This seems to be amply proven by the samples of the canoes of the world which, either in tangible form or through drawings and photographs, have been brought to the attention of the canoe enthusiast.

Among the primitive peoples known to the present-day world, the so-called "dug-out" is almost universal. The far centers of the African continent and the upper reaches of the great rivers of South America, furnish fine examples, perhaps the finest examples extant, of the "dug-out" craft. Among these primitive peoples the shape is not merely that of a log, from which has been scooped out part of the body of the wood; it is ofttimes a carefully shaped craft, having lines fore and aft admirably suited to the work which it is called upon to do, whether that be the carrying of great loads on still lakes and rivers or the running of fast water white with foam.

Americans familiar with the northwestern States, and their fast-disappearing Indian tribes, will recall the superb work in the form of "dug-out" craft which can still be found there. And among the little rivers of North and South Carolina and Georgia there are still in existence and active use some of the best "dug-outs" to be found in the world to-day. Perhaps it would be fair to say that the finest examples of the ancient "dug-out" craft to be found anywhere, outside of museums, is among the river folk of the eastern part of the Carolinas and Georgia.

But the immediate predecessor of the canoe is found among the wide varieties of water craft which have a cover or shell or skin of some form. And again it is found that this sort of construction is so universal among the ancient peoples of the world as to clearly indicate that it has been a local development from the stimulus of necessity, rather than the copying of the arts of other people.

The kayak of the Eskimo and the dwellers in the arctic regions offers an excellent example of the skin-covered craft at its best. Perhaps it is not too fulsome praise of this craft to say that no shape or method of construction so far adapted to carrying human beings in small numbers on rough water or under varying conditions has so far been discovered. These tiny, light, amazingly buoyant things, bobbing about like a cork on the crest of the waves, never fail to furnish the traveler and the explorer who see them for the first time a sensation rarely duplicated. And some of the tricks which can be done in and with these tiny, unique things are almost unbelievable; as, for instance, the astonishing performance of turning the craft, with the paddler and his duffel, perhaps with even two paddlers, completely over to the right or left, the men retaining their places in the kayak and coming up on the other side as if nothing had happened—and, incidentally, with the contents of the kayak dry and unharmed. The writer has often thought that this water trick, which is by no means uncommon anywhere in the regions where the kayak is known and used, would make a distinct sensation if introduced into some of our aquatic festivals.

The skin-covered canoe, at its best in the kayak, is also found widely distributed. The "coracle" of Ireland and Scotland, and the bullock-skin craft of Africa, are modern examples, although the shape of the "coracle" is at the extreme of difference from that of the kayak. Where the kayak is narrow and sharp-ended, the "coracle" is wide and beamy and almost round in shape, or elliptical. The "coracle," too, is intended for transportation overland, in which respect it may be said to be more specifically related to the modern canoe than the kayak, although the kayak is much more closely related in form and structure to the modern

canoe than is the "coracle." The "coracle" is often used in fishing the salmon waters and lakes of Scotland and Ireland, can be carried on the back or in the crook of the arm, generally does not exceed ten or eleven feet in length to three feet in beam and is extremely shallow. The kayak varies greatly in model, ranging in length from ten feet to twenty, and in beam from eighteen to forty inches, while its shape at bow and stern is fitted to the nature of the waters in which it is to be used, in some cases being sharp and low, and in others very full and round below the water line and high and peaked above.

From these various sources, or in spite of them, has come or been evolved the modern canoe. It is interesting that the various types of the modern canoe embody many features of these ancient and historic predecessors. Some have the wood buoyancy of the "dug-out," its tendency to crack open, its tendency therefrom to leak, and some minor ills of the all-wood water craft. Some have the tightly stretched skin over frame of wood, with this one difference, that whereas the ancients made the canoe cover from the skin of an animal or fish, or the bark of a tree, the modern canoe builder makes it of canvas, perhaps of paper or pantasote, or steel or aluminum. And the modern canoe, like its ancestors, is either decked or open. The latest types of canoes, for use where canoeing is more popular than anywhere else in the whole world, are actually reverting back to the tiny cock-pit of the Eskimo kayak builder, although the need for protection from rough waters is remote indeed. So, although the canoe is ancient and associated with all the virile, roving people of the four continents, it still retains in its general form and mode of construction the features which from time immemorial adapted it to the needs of man.

THE OPEN, CRUISING CANOE

Twenty years ago, or less, the decked sailing canoe was practically the only canoe known to the sport-loving folks of the United States. True, occasional daring travelers in the Canadian wilderness learned the charm and the usefulness of the open cruising birch-bark or cedar or basswood, but the introduction of this construction into the general water-life of civilization had scarcely begun. In the Adirondacks of New York state there was a craft called a canoe, but it was almost invariably propelled by oars and should rightly be called a skiff or boat.

To-day the open, cruising canoe, either of wood, without or with canvas cover, or of papier-mache or linenoid, or steel, or aluminum, or phosphor bronze, is so far in the lead as to numbers and popularity among the water-sport enthusiasts of the whole world as to render the decked sailing canoe a very minor item in the general canoeing world. The decked sailing canoe probably does not number one-tenth of the whole fleet of canoes now being used for sport and cruising.

No animadversions are implied against the decked sailing canoe. It is now, as it always has been, a fascinating, thrilling medium for the enjoyment of sport afloat. In some respects it provides the most spectacular and daring sport so far listed in the athletic doings of the world.

The open, cruising canoe ranges to great extremes in the matter of material out of which it is built, dimensions, shape, weight, capacity and uses. It may be said to be the most versatile craft now in use on any of the waters of the world, for it serves with equal success the aristocratic sportsman seeking mere pastimes of the woods and waters, the hardy prospector cruising the uncharted wilderness in search of precious gold and silver, the pioneering railroad crew pushing ribbons of steel across continents, the trapper, fur trader, and the half-wild folks who live on the very edge of man's domains.

The open, cruising canoe varies wonderfully in model and size. The writer has seen a birch-bark canoe away up in the Hudson's Bay region which actually carried a piano to the isolated post of a fur-trader. On the other extreme is the open cruising canoe in which that master of canoeing, the immortal "Nessmuk," made several of his famous cruises; a mere shell of cedar over a score of ribs and weighing less than ten pounds.

Between these extremes are the great array of open, cruising canoes in use for all varieties of sport and business. The fact that the open, cruising canoe is so rapidly increasing in popularity, over against the fact that the decked sailing canoe is barely holding its own, indicates that the open, cruising model has greater variety of uses, is more generally serviceable, and meets a much more universal need than its more aristocratic and more artistic cousin. To the lover of water sport, the marvelous interest in the open, cruising canoe, adaptable to anybody, requiring but little training for its successful use, light enough to be carried from one waterway or lake to another, cheapest of all devices with which to cruise from place to place, and incomparably the most ideal craft so far devised by man with which to study out the fascinating secrets of nature—all these facts make the widening vogue of the canoe matter for congratulation and delight.

The open, cruising canoe, as generally constructed to-day, ranges from fifteen to twenty feet in length, has practically no decks, save for a few inches at bow and stern, probably used more for the purpose of bracing the ends than for any other use. Some manufacturers of strictly wood canoes do furnish a decking of about fifteen inches inboard from bow to stern, and a limited number of open, cruising canoes have a very narrow decking which runs from bow to stern, but, in general, decks of any kind are not found in the average open, cruising canoe.

For small rivers, small lakes and one-man use, the fifteen foot or sixteen foot is suitable and popular. For two men, carrying camping outfit and cruising from place to place in country where some or much carrying must be done, the seventeen foot

length is best, although an increasing number of expert Canadian canoe cruisers are using sixteen foot lengths for this work. On large lakes, where rough water may be expected, or for use on salt water of bays or ocean, eighteen foot canoes are to be recommended.

In materials, the American swears by the canvas-covered craft, over a frame or shell of cedar or basswood and ribs of cedar. The Canadians have long preferred the all-wood canoe of cedar or basswood, but the writer's long travels among the Canadian canoe users warrants him in saying that the canvas-covered canoe, often known in Canada as "the American style," is greatly increasing in popularity, not merely among skilled amateurs but, what is much more significant, among the rangers of governmental parks, among leading guides, and in the resorts where severe service is required. Strong prejudices are met here and there on either side of the border as to wood or canvas outsides for canoes, but the writer believes that the canvas-covered canoe is making friends so fast that within a few years the all-wood canoe will be comparatively rare among cruising canoes. The writer confesses his own strong preference for the canvas-covered canoe after many years' use of canoes of all sorts and materials, ranging from birch-bark to linenoid and steel. For durability, dryness, buoyancy, ease of repair and general utility, the properly constructed canvas-covered canoe is without a peer.

For a cruising model, suitable for general uses on rivers and waterways where moderate weather conditions prevail, and adapted to the use of two people, with or without camping duffel, there is a design, known as the "Maine Guide's" canoe, which has become famous everywhere that canoes are used. It had its origin in the varied waters of the state of Maine and is well adapted to fast water, running rapids, big and dangerous lakes, and even to general salt water uses, although for this latter use a special model has been devised that has met with general approval. The amateur, seeking the right model for general cruising or summer uses, should be governed by the details of these famous designs, for their safety and staunchness

has been proven thousands of times on waters ranging from the Rhine to the Columbia, from the Penobscot to the Amazon.

The general lines of a canoe best suited to average use on average waters, implying running water and lakes, with a bit of stiff weather occasionally, are as follows:

16 feet length, 33 inches beam, 12 inches depth, weight about 65 pounds.

17 feet length, 34 inches beam, 13 inches depth, weight about 70 pounds.

18 feet length, 34½ inches beam, 13 inches depth, weight about 75 pounds.

20 feet length, 39½ inches beam, 13½ inches depth, weight about 90 pounds.

Such a canoe ought to have comparatively flat floor or bottom, extending well into the ends, which adds stability and makes for speed. It should have full bow and stern, to give quick buoyancy, meeting the coming or following waves. It should have very little rise of the extreme upper ends, since such rise furnishes leverage for the wind and seriously interferes with easy paddling in bad weather. If the canoe is to be used on salt water or in very large lakes where bad weather may be encountered, it should have not quite such a flat floor or bottom; something of the curve bottom of the yawl is better for seaworthy purposes.

In the matter of a keel, it is interesting to note that there are now very few canoes commercially sent out without keels. Even those which are to be used in river work, where there is liable to be stiff current, are now provided with keels. But there can be no question, in the mind of any experienced river cruiser, that the keel may be an element of positive danger if one is cruising on fast water in rivers. One of the most important and difficult feats with a canoe, on fast water, is to "draw" it sideways, by the use of the paddle, across some smooth but fast-running water just above rapids, so as to get the right position in which to shoot the rapids; in this extremely important bit of canoe handling a keel may spell the

difference between easy success and disastrous failure. Again, there are many times in running fast water when even the slightest projection on the bottom of the canoe will cause it to catch and hang. No canoe intended primarily for running fast water of rivers should be equipped with a keel.

On the other hand the growing use of the keel is due to the fact that on lakes, in wind, in crowded waterways, where there are many other watercraft and where manoeuvering is important, the keel is most valuable. Moreover, it certainly does tend to strengthen and stiffen a canoe and adds considerably to its length of life. The best models of canoes adapted to general use on rivers or lakes are therefore now offered with or without keels. The beginner will make his choice according to his plans for the use of his craft.

An important feature, which the writer believes ought to be incorporated into the construction of every canoe, is the extension gunwale. A sort of inch-wide, stiff, outside gunwale, running the whole length of the canoe and standing at right angles to the sides of the craft, forms a most remarkable protection from breaking waves, besides furnishing a handy edge for grasping when the canoe is carried overhead or handled. This extension gunwale is by no means as well known on this side of the border as it ought to be; when it is, its vogue will be universal. A half-inch extension gunwale is worth two inches additional freeboard or height of sides.

While the open, cruising canoe is generally of the pattern and construction described, there are a few of the old guard "Nessmuks" left, who cruise in the very short, extremely light craft, built solely of cedar, basswood, cypress or mahogany, without decks of any kind, or with long decks, and propelled by double-blade paddles. There are not many of this fine old coterie, and pity 'tis their tribe is waning, but they make up in quality and dignity what they lack in numbers. Many features of their outfit are well worthy of study by the young fellows who are taking up the sport of fast and far cruising in heavier, less beautiful craft.

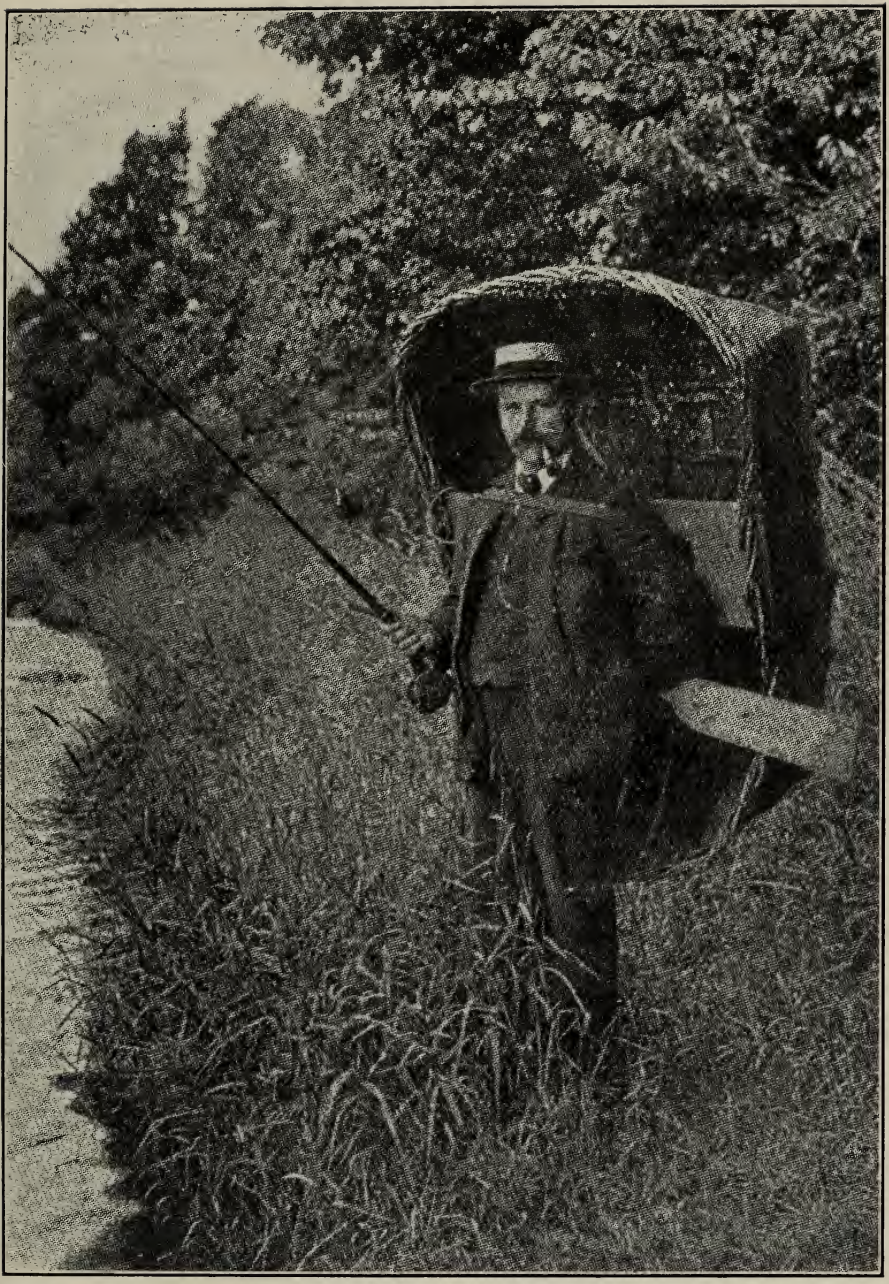
If the writer, from his experience, correctly sizes up the canoe-

ing situation, there is likely to be a return soon to the extremely light, one man, center seat, double blade propelled canoe for small river and general cruising. It is not quite as sociable as the larger canoe, being generally incapable of carrying more than one man and light equipment, but for that very reason it can almost be used, as one of its devotees says, "on a heavy dew."

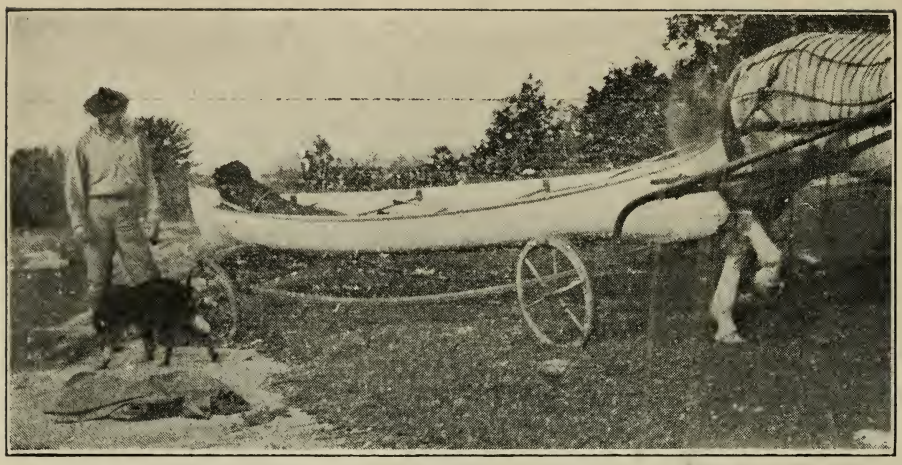
The open, cruising canoe, of cedar or other woods, and with or without outside cover or skin of canvas, is the preferred craft for all forms of real woods travel in the United States and Canada, and the writer was very much surprised a year or so ago, during an extended trip abroad, to find large numbers of these typically American canoes, made in Waterville, Maine, in popular service at such famous aquatic festivals as the Henley Regatta on the Thames River, in England, and others, of the same make, away up on the far reaches of the River Rhine, in Germany. It appears that America has really made definite, permanent contribution to the water sport of the world in the developed craft which she has fashioned from the designs of the American aborigines.

The open, cruising canoe, as used for fishing, hunting, exploring, cruising the famous routes of Maine and Canada and the western part of this continent, is almost invariably propelled by two paddles of single blades, wielded by two men, one seated in the extreme stern of the craft and the other near the bow. In the United States the use of seats for both paddlers is customary, but the Canadian paddlers kneel on the bottom of the craft and rest buttocks against the thwarts. Occasionally canoes of this pattern will be seen propelled by two paddlers, using double blades and seated on the bottom of the canoe near the center.

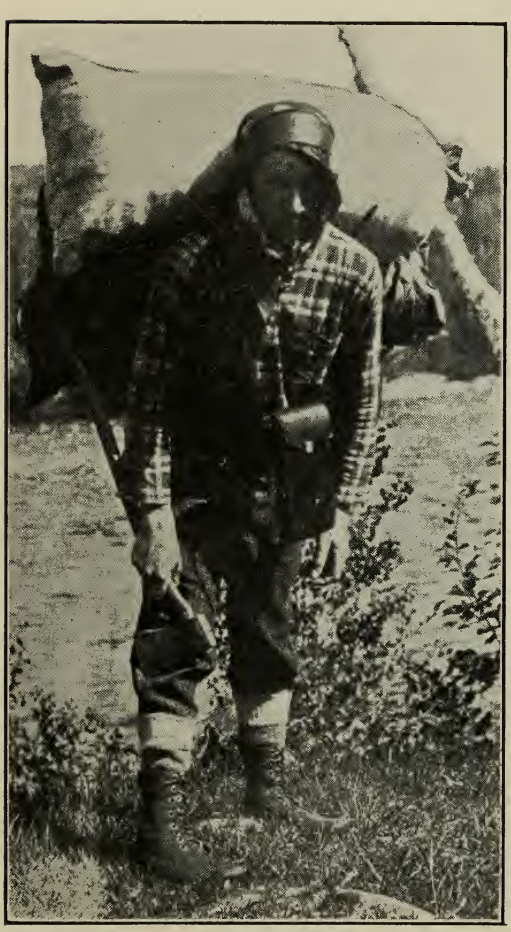
Such a canoe as has been described in the first part of this chapter, seventeen feet in length and about thirty-five inches beam, is capable of comfortably housing two persons and all their duffel and supplies for a two months' cruise far from human habitation. Such a craft, drawing less than six inches of water, is capable of carrying a total of more than six hundred pounds of freight.



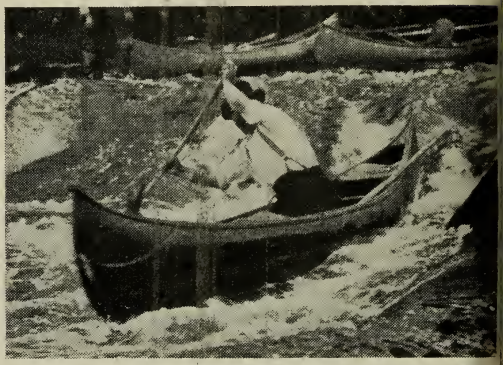
Ancient "coracle," or skin-covered canoe, still in use in Ireland.



Canoe party making a long "carry" by wagon.



The author portaging by Indian tumpline method.



A Maine guide running rapids.

Hudson Bay men carrying big canoe.

There should also be mentioned here the club-four and war canoes, in which from four to twenty men are carried and which are a spectacular feature of the canoe meets of the country. The Toronto Canoe Club originated the war canoe some twenty years ago, although it is really an adaptation of the large Hudson Bay canoes, in which supplies have been carried for centuries.

The extremely light racing canoe, open, and paddled by one man kneeling or half-kneeling, amidships, is also entitled to mention. This, too, is a Canadian development, although now used almost everywhere that canoe experts congregate.

Open canoes are frequently supplied with what are known as "sponsons," or air chambers, running along the sides from bow to stern. These actually render the canoe a life raft and add very little to its weight. With them a canoe, fully submerged, will support several persons. For those who feel a little timid about venturing in the ordinary canoe, sponsons add greatly to comfort, and they are frequently employed on canoes to be used for sailing. With a sponson-rigged canoe, ladies and children may confidently venture into the rare joys of the sport who might never otherwise attempt it.

Motors are now being installed into canoes. The popularity of this sort of water sport is rapidly increasing, whatever some may think concerning the irrelevancy of a motor and a canoe. Of course, for the lightly constructed and shoal draft canoes of the day, the motor must be very light, must be set very low in the craft, and must have little vibration; but special canoes are being built, decked over fore and aft, and often equipped with sponsons, which are practically revolutionizing the opinion of the canoe veterans concerning the suitability of canoes as motor boats.

DECKED PADDLING CANOES

The decked paddling canoes in popular use in the United States and Canada may be said to be of two classes: (1) those which are used in actual cruising or are adapted to transportation, either by their owner's or on others' backs or shoulders, and (2) those which are not intended to be transported from the water in which they are launched. Thus, we might specifically refer to the decked paddling canoes of some of the men of the American Canoe Association or other clubs, in which actual cruises are made from time to time, and contrast them with the decked paddling canoes in such large use on the waters of the Charles River, Massachusetts, and to a lesser extent on other similar canoe waters of the east and the west. While both these types are decked paddling canoes, they are so very different in model and construction as to be almost unrelated.

The decked paddling canoe of the Charles River, Massachusetts, is in many respects a purely local development, which has gradually found popularity elsewhere. But there is good reason to believe that, in many important respects, the Charles River sets an increasingly potent influence upon the canoeing styles of the country, and thereby upon the world—for it goes without saying that the United States leads the world in the number of canoes in active use and the popularity of the sport.

The Charles River, Massachusetts, is the most remarkable canoeing water in the world, regarded either from the standpoint of the number of canoes used or the development of what might be called the accessories of the sport. Here, within three miles along the river, are stored more than seven thousand canoes. Saturday afternoons and Sunday afternoons there are frequently over three thousand canoes side to side as their occupants listen to superb band concerts played from a music

stand, overhanging the river, erected for the special use of the canoeist's band.

The canoes, filled with young people in white and gay with colored cushions and flags, float lazily about on the placid bosom of the river, almost crowding the exquisite native water lilies out of sight. A few years ago a young man did the unique "stunt" of walking half a mile in the middle of the river, stepping from canoe to canoe. Perhaps nowhere else in all the world is there an aquatic festival which at all approaches in beauty and novelty the Saturday and Sunday pictures to be seen on the Charles River. The far-famed and much-advertised Henley Regatta of England brings greater bodies of men together for racing purposes, but it is inferior as a spectacle to the weekly regatta which this beautiful New England stream, close to one of our great cities, provides. Then, too, reference ought to be made to the fact that New England summer weather is much more likely to contribute to outdoor sport than is the dubious thing which the English weather man furnishes the devotees of the Henley event.

The Charles River decked paddling canoe is unique. Nowhere else in the world is craft of the kind to be seen. To describe it is difficult. To see it in use is to question one's opinions of the fundamental theories of the canoe; for many of the pet ideas which the expert and the veteran have come to associate with the thing called a canoe are thrown to the winds by these daring pioneers in the construction and handling of the Charles River craft.

The general length of the Charles River decked paddling canoe is sixteen or seventeen feet, although a few longer and a few shorter ones are seen. The beam of a seventeen-foot canoe would be thirty-four inches and depth amidship twelve inches. There is considerable convexity at the beam, or "tumble home," as the sailor or canoe man calls it, which means that the canoe is considerably wider at the water line than it is at the gunwale. In the case of the latest Charles River models, this tumble home is exaggerated until it reaches three to four inches. There is also great rise at the extreme bow

and stern, sometimes as much as six to eight inches above the gunwale in center of canoe. Also, in some of the late designs, there is what is known as a goose-neck bow and stern, a double or "S" curve from the extreme bow and stern to the top of stem or stern post.

But it is in the matter of decking that the Charles River canoe is unique. Perhaps nowhere is there such originality shown in the shape of decks as in the canoes used on this river. What was formerly merely a tendency has been developed to an extreme which permits of no further development. The writer admits no special admiration for this model, but records here the facts as being part of the story of the canoe.

Probably the best way to convey to the reader an accurate idea of the latest Charles River model is to describe one of the canoes now being built for a leading Charles River canoeist in Norumbega Park Boat House, Auburndale, Mass. The craft is to be seventeen feet long, thirty-five inches beam at gunwales, thirty-seven inches extreme beam, with depth amidships of eleven inches and depth at bow and stern of nineteen. There is to be full, round curve at bow and stern posts, ending in slight outcurve of stem and stern posts, making a goose-neck or "S" shape. The material is to be cedar covered with canvas, enameled light blue, with a three-inch gold stripe along gunwales and monogram in three colors at starboard bow and port stern. The gunwales are to be of mahogany, as also the thwarts, of which only two are to be seen, one at each extreme end of cockpit. The decks are to be of mahogany and birch, having a rise of three inches in center, and extending from bow and stern six and one-half feet, leaving an open cockpit of only forty inches. Three-quarter inch coaming of mahogany around cockpit fore and aft. No decking along sides of canoe.

In general the model of the Charles River canoe is very flat on the floor or bottom, giving great steadiness and light draft. There are many fine reaches of the Charles River where the very minimum of draft is required, especially late in the season. The sharpness of bow and stern makes for speed and ease of management, and the almost invariable use of a three-quarter

inch keel facilitates the quick turns so essential in this crowded river, especially as the habit of the Charles River canoemen is to paddle with the craft heeled far over. In fact, this habit invariably strikes the critical visitor as being one of the most remarkable canoeing customs he has ever witnessed. The seasoned canoe cruiser, accustomed to the wise habit of keeping a canoe on an absolutely even keel, will marvel at this revolutionary custom of the best canoemen of the Charles. Suffice it to say that nowhere but on the Charles or similar placid waters could any such habit obtain.

These Charles River canoes, with their tiny cockpits, in which the paddler and one guest—or, with a bit of crowding, possibly two—sit, must, of course, be propelled from the center and not from the stern. And truth compels the statement that the writer has never seen canoemen who could make a paddle wielded from the center of a canoe so perfectly control the craft as do these Charles River experts. It is, of course, known to canoe cruisers that many of the Indians and halfbreeds of Canada run rapids and do much daring canoe management from the center of the canoe, using one-blade paddles. Next to them in the art of managing a canoe from the center are the Charles River men. It goes without saying that the paddle is never changed from side to side in this work, partly because of the strong "list" or tilt of the canoe toward the side occupied by the paddler, and partly because of the presence of the guest, over whom one would have to lean to paddle on the other side.

The leading canoemen of the Charles River generally have their canoes locally built to order to their own specifications. There are thousands of regulation open, paddling or cruising canoes used on this water, but the distinctive Charles River model which has come to be associated with the river, and which is rapidly making its way all over the world where similar water conditions are found, is of the type and specifications described.

Another type of decked paddling canoe was first brought into prominence by the Scotchman MacGregor, some forty years ago, when he made several most remarkable cruises alone in his "Rob

Roy" on some of the great rivers of the world. Many men will recall having read his splendid stories in their boyhood days. His cruises on the Rhine and the Jordan are classics of the sport of canoeing and as interesting to-day as they were when published. While he used sails or a sail as auxiliary help, much of his travel was by means of a double-blade paddle, and it was his experiences, probably, which resulted in the large vogue of the small, one-man, decked canoe propelled with the double blade.

Following him came the veteran "Nessmuk," best known of all American pioneer canoeists, whose writings, with their wealth of nature lore and genial philosophy, are unsurpassed among outdoor classics. While few men are either competent or willing to go as light as "Nessmuk" did on his cruises, there are innumerable suggestions to be drawn from his experiences of great value to cruising canoeists of to-day, not the least of which is the fact that it is not all of canoeing to get somewhere. The art and spirit of the sport is not so much to arrive, like a boxed express package, but to really see something, with the eye of the mind as well as the eye of the body, along the way.

The canoe which "Nessmuk" used, and in which he cruised over many of the rivers of America, was a white cedar, open canoe, ten and one-half feet long and it weighed nine pounds and ten ounces! Probably no craft has ever been made of equal lightness which traveled so far and stood so much. It was propelled by the double blade, and the balance of the outfit carried by its skipper weighed less than twenty-five pounds. Modern cruisers in canoe would do well to study this pioneer's methods and equipment. The writer met a couple of New York sportsmen a few years ago, who were making a two months' cruise in Canada, whose outfit weighed 700 pounds. One of them had seven pairs of foot-coverings in his duffel bags!

Followers of "Nessmuk" and MacGregor now use canoes from ten to fifteen feet in length, decked over from fifteen inches at each end to one-half of the entire length, or even more, and propelled by double-blade paddling from the center, where the skipper sits on the bottom with a folding seat as brace for his back. Sails are often used to assist in going before the wind,

but, as the regulation paddling canoe carries neither leeboards nor centerboard, poor success is had sailing across the wind.

The ample decks furnish dry stowage and protection from incoming waves, and in some cases an apron is provided, with buttons to fasten it around the coaming of the small cockpit, so that the craft then really becomes almost a duplicate of the kayak of the Eskimo. Such a rig makes a canoe about as seaworthy as a lifeboat, especially when the craft, as is often the case, is furnished with air compartments fore and aft.

DECKED SAILING CANOES

The heading naturally includes the canoe which is only sailed occasionally, as, for instance, the open, cruising canoe of the sportsman in which a poncho or blanket is raised upon a paddle, or crossed sticks, with which to take advantage of the favoring wind; or that primitive device, as simple as it is efficient, a small bush stuck up in the bow of the canoe and discarded when the end of the lake is reached. We speak here of the decked canoe primarily built for sailing, and equipped, therefore, with the customary, if miniature, appliances with which any craft can be made to sail across and into the wind without unreasonable loss of direction.

The decked sailing canoe is the aristocrat of the canoe family. Individual examples of the best canoes of this type, with their exquisite finish and equipment, the lavish ingenuity with which every device has been worked out to its finality of efficiency and usefulness, the splendid care expended on the maintenance of every detail in spick and span appearance and condition—furnish most agreeable illustration of a sport which has been brought to perfection of development. A modern sailing canoe in commission is one of the most beautiful bits of sporting equipment to be found anywhere. It is a piece of marine jewelry fashioned with loving care from cedar and brass and silk and copper, capable of the most wonderful things in the hands of its skilled owner, and perhaps the nearest approach to the spirit of the wild, winged creatures of stormy gale and placid lake which the hand of man has so far fashioned. All of these sentiments being cordially subscribed to by a man whose favorite method of canoeing is distinctly different from that of the sailor-canoeist.

The decked sailing canoe is probably just about holding its own in popularity. Some of the famous leaders in the sport,

whose names were almost a household word among sportsmen twenty years or more ago, have passed away, leaving traditions of great value to the youngsters who have taken their place. The sailing canoe requires certain favorable soil—or water, speaking nautically—for its largest development not everywhere found. It also requires comradeship and competition for its best encouragement; the life and strength of clubs seems to have something, perhaps a great deal, to do with its best growth. As a manly, daring, athletic sport the sailing canoe furnishes opportunities which are almost unrivaled, and it seems certain that the swing of the tide of popularity cannot fail soon to bring it into the forefront of summer pastimes. As a spectacle, a race between several sailing canoes, managed by expert sailors, furnishes one of the most thrilling pictures afield or afloat. Probably if more young men could see the sport at its best its growth would be greatly stimulated. Enthusiasts who decry its failure to attract more devotees may find in this hint a suggestion for largely augmenting their ranks by giving sailing races in places known to be frequented by large numbers of canoe lovers and small boat sailors.

The decked sailing canoe, generally used for sailing about near club houses, in races, or for extended cruising, is customarily of about sixteen feet length, thirty inches beam, nineteen inches deep at bow, eleven inches in center and sixteen inches at stern. Naturally the strain which comes to a sailing canoe implies the best construction, without undue weight, and the best obtainable materials are employed, including oak keel, hackmatack or spruce stem and stern post, natural crook; the planking is generally white cedar, one-quarter inch thick; sheer-strake, deck and hatches, mahogany; ribs, red elm; coaming, cherry; gunwales, oak or cherry; bulkheads and deck timbers, cedar; inside floor, basswood. The construction is generally smooth lap, clinch-fastened, although many are lapstreak construction; the cockpit is five and one-half feet in length; there is dry stowage in fore and aft hatches, and the canoe is provided with a patented folding centerboard, one of the cleverest devices for the small boat so far made. The floor of the canoe is flush

above the small centerboard trunk, so that the craft can be slept in if necessary. Such a canoe can be bought for about one hundred dollars, which does not include sails or outfit. There are so many differences of opinion about the details of a sailing canoe that we have thought it best to describe a conventional design generally agreed upon as embodying no "freak" ideas, so that the beginner or tyro, desirous of the correct equipment, will have reasonably sure grounds for selecting his craft even if he has never seen one of them close at hand.

The sails for such a sailing canoe vary with the place in which it is to be used, the spirit of the user, and the variety of purposes for which he intends to use his craft. There is no agreement among the leading canoeists as to which design and rig is best. Fortunately there is room for the most delightful individuality in the rig and style of sails for the sailing canoe, and this will probably remain true as long as there are differences in shape and beam and build of canoes. The best rig for all canoes has not yet been devised.

There are three patterns of sails in popular use, the leg-o'-mutton, the lateen, and various patterns of the Bailey rig. The leg-o'-mutton rig is not as popular as it used to be, and may lose much even of its present popularity as other more satisfactory rigs become better known. After many years of trial, something of the pattern of what is known as the Bailey rig seems destined to be the prevailing choice of the canoe sailor who requires sail or sails adapted to a comparatively shallow craft and suited to all waters and all winds.

The disadvantage of the leg-o'-mutton rig is the extreme length of spars required, which has a tendency to overbalance the craft. There are several variations of the leg-o'-mutton rig. One has the sail lashed to mast and boom, and another has the sail running on the mast with rings, implying the use of a halliard and permitting the sail to be reefed. The leg-o'-mutton type of canoe sail's extreme simplicity recommends it.

The lateen rig is pyramidal in shape, and is one of the simplest and easiest rigs to handle so far employed in canoe sailing. It is especially adapted to open canoes, since it balances well

and has less tendency to heel the craft over. The center of effort is low or close to the water and the sail, if correctly rigged, is capable of immediate furling. For the latter purpose the old method of rigging, with a short mast in the top of which is a pin, over which a ring fastened to the spar of the sail is set, ought not to be followed. The better rig is that which employs small blocks or pulleys with which to hoist the sail by means of a halliard, and a fastener by which the boom of the sail is kept in the right place against the mast.

The most popular, and perhaps the best rig so far devised for sailing canoes consists of some variation of the Bailey, Stoddard or Mohican Settee rig. All of these rigs are similar in general design and management, and practically all of them are probably developments of the famous balance-lug sail which first came into world notice through the cruises of MacGregor's "Rob Roy," for he used this sail.

The Bailey rig, while largely in use among racers, is by no means limited in its usefulness to those who seek speed. There are very many excellent features about it which make it suitable to general use anywhere. The choice of a sail is largely a matter of personal preference; one man seeks simplicity, another seeks scientific efficiency, while another may want to be able to outdistance or outspeed his fellows. Fortunately there are admirable sails for all of these ready at hand. But, in general, it will be found that the Bailey rig is admirably adapted to almost all requirements, from leisurely cruising to racing.

The upright spar, by means of double gear set at top and foot of the short mast, draws the upright spar close against the mast and holds it perpendicular. The lower edge, or foot, of the sail is lashed to the boom, and a batten, or sometimes two battens, are run out from the mast edge, or luff, of the sail to the outside edge, or leach. These battens consist of thin strips of wood set in pockets sewed in the sail. In some of the rigs of this pattern a very clever reefing device is provided by which the sail can be reefed down to the first batten by simply drawing taut on a reef haul. No simpler reefing mechanism has ever been devised for any sailing craft. Other rigs of this pattern, however, are

supplied with loose reef points sewed in the sail or through the batten.

The chief points of advantage of this rig are that the center of effort is low down or close to the water, the sail sets very flat and snug and can be furled or reefed almost instantly. Better things could hardly be said of any rig.

In the sailing canoe no headway will be made across the wind without some sort of provision for holding a grip upon the water. A folding centerboard furnishes the best of all devices of this kind, although the use of leeboards is still popular in some places. The advantage of leeboards is, that they can be taken off the canoe when it is desired to use the craft for paddling or knocking about without sail. But the folding centerboard takes up so little room, and interferes so little with the usefulness of the canoe for general purposes, that in any canoe used at all for serious sailing it may well form part of the permanent equipment.

The paddle is not used for steering the sailing canoe. The hands will find other things in plenty to attend to. Steering is done by means of a long metal tiller having a crook in it which passes around the mizzenmast, or, what is much better, by means of double steering posts connected by chains and gears, the forward post of which is supplied with springs which hold the tiller where it is left when the hand is taken away from it. Steering is also done with the feet in some canoes. The rudder may be of wood or metal, the latter material, with a thin metal blade swinging in cheek pieces of metal, being customary among fastidious canoe sailors. It is a copy of the ancient canal boat rudder. It would be hard to imagine any greater transition for a rudder design than that from a canal boat to a canoe! The adaptation proves how far the ingenuity of the modern canoeist has ranged in search of the best tricks for his chosen sport.

The seat, in the sailing canoe of the expert, is not down in the bottom of the craft, but up on the level of the deck, on a sliding board which can be extended far out over the side of the canoe, even to the distance of five or six feet. In such canoes the tiller also can be shifted from side to side. One of the

most interesting examples of what might be termed acrobatic aquatics is an expert canoe sailor lying flat on his back along this sliding seat as the canoe heels well over in the stiff breeze. A fleet of sailing canoes thus heeled over in a race is one of the most stirring sporting pictures to be seen anywhere.

No book can teach a man how to sail a boat. Experience is the great teacher in the art of sailing; perhaps in no sport popular among men is experience so fundamentally necessary. Nor does the writer believe that a canoe is the best craft with which to learn the rudiments of sailing. A small sloop, or even a catboat, but best of all a small yawl, will teach the tyro more of the principles of sailing in one week than any book could in a lifetime or any canoe could in several years. The best teacher is a friend who knows the art of small boat sailing and who will be patient with the beginner's mistakes. And the interesting fact is, that the best canoeists the writer has ever known have been former yachtsmen. There are certain habits of studying the weather, the appearance of the water, the approach of squalls, the swing of tides and currents, the rules of water travel, the yachtsman learns which are of inestimable value to the canoeist, whether he uses paddle or sail or both.

If, however, the beginner in the sailing art starts with a sailing canoe, let him select some comparatively quiet water for practice, where tides are absent, where steady winds prevail, and where there is room for him to change his mind after an error without finding himself ashore among great rocks or close under the bows of some great steamship.

CANOE CRUISING AND CRUISES

The ultimate refinement of the delights of canoeing is found in the cruise. Whether the canoeist be able to depend wholly upon himself for company, and require no companions in the joys of the cruise, as some of the greatest canoeists have done, or whether he forms part of a large or small company making the same trip, the superlative pleasures of canoeing are found at their best by him—or her—who knows the sport of cruising.

More cruising is done in the open canoe than in the decked canoe; not merely because there are many more open canoes than decked ones, but probably for the reason that the open canoe, owing to its greater carrying capacity in proportion to its weight and the ease with which it can be portaged from one waterway to another, or around dams, waterfalls or other obstructions, lends itself better to the sport.

There are a limited number of enthusiasts over the decked canoe, propelled with both paddle and sail, who make regular and extended cruises on this and other continents, and they are among the best equipped and most expert cruising canoeists to be found anywhere. But the open canoe, propelled almost exclusively by single-blade paddles wielded by two persons, one in the bow and the other in the stern, and loaded with duffel and camping kit amidship, is the most popular and probably the most satisfactory of all cruising arrangements so far devised. In this craft a sail can be improvised at any time from a poncho, a blanket, or even a bush cut for the purpose and thrown away when its usefulness is over.

The best canoe for cruising will depend upon the waters to be traversed, bearing in mind the suggestions already made. For general, all-round cruising on lakes and rivers having not very much fast water, and for use in between cruises for every-

day purposes, a seventeen-foot open canoe is recommended, canvas covered, with a stern seat and no bow seat, full at bow and stern, rather flat of floor, with a very shallow keel. For cruising, where one man or two men have to carry the canoe occasionally, the weight of the canoe ought not to exceed seventy pounds. It will weigh more as it gets more or less water-soaked and as paint is added.

Such a canoe is adapted to almost any water to be found on this continent, except knocking about in rough ocean waves. This is the sort of canoe in which such cruises as that of the ill-fated Leonidas Hubbard and later his widow and Dillon Wallace, also the equally remarkable cruises of Mr. and Mrs. Lawrence Tasker, of Philadelphia, over the trackless and uncharted waterways of Labrador were made. In at least one case, however, an eighteen-foot model was used, and this latter size is favored for the large and boisterous rivers of Canada. For the cruises of Maine a seventeen-foot model is ample. Where the cruise implies rapids, the keel should be omitted.

The railroads will transport such a craft, either covered with burlap and excelsior or unwrapped, and it is rare indeed to find that any serious damage has been done the canoe during its overland journey, although it is comparatively frail and not one of the most agreeable things for baggage men to handle. On its arrival at the railroad station where the cruise is to start, wagon or cart or the canoeist's shoulders transport it to the nearby waters. At the end of the cruise it is shipped back to home waters.

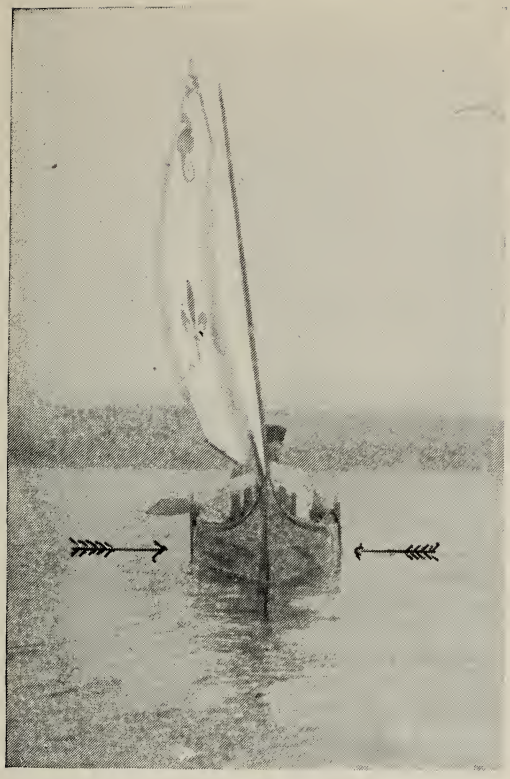
It is surprising that so comparatively small a number of American sportsmen have learned the joys of thus making the craft used at home a vehicle for the enjoyment of a real cruise. In other countries they know much more about it than we do. Even the staid Londoners, making their week-end cruises among the beautiful upper reaches of the Thames, shipping their canoes or punts from place to place, probably do more canoe cruising in a fortnight than New York sportsmen do in a season. It is by no means as popular as it deserves to be, this fine sport of canoe cruising. Begin it close to your own home, if you want

to, whether that home be in New York, Boston or Philadelphia, Washington or Chicago, St. Paul, Minneapolis, Portland, Oregon, or any of the rarely-well situated cities of the Dominion, for closer to all of these places than the uninformed would believe are canoe cruises which, once tried, will be voted delightful.

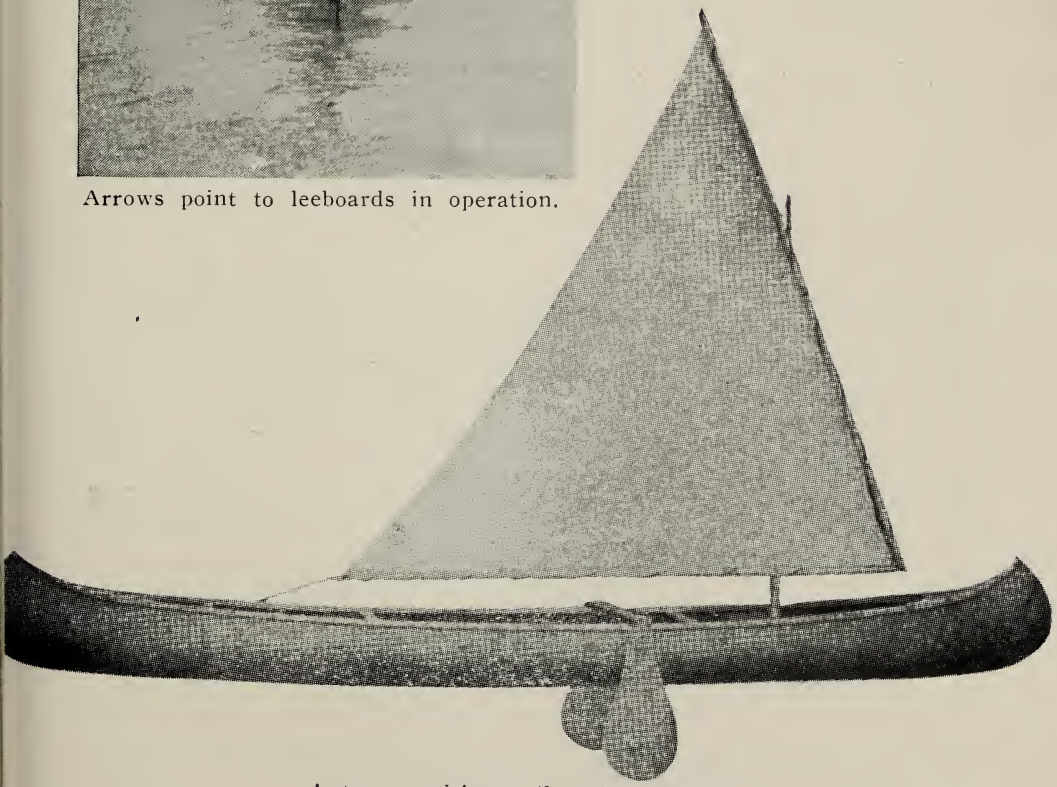
It is impossible in this book to enter into elaborate descriptions of the canoe cruises situated close to the great American cities. Almost every region has special opportunities awaiting discovery. If that be true of the crowded and congested vicinity of New York, it must be true of every other locality on the continent; and certainly it is true of New York City.

With some members of the American Canoe Association, the writer shared a two-day cruise down the Ramapo River, N. J., starting at Suffern, N. Y., and ending at Mountain View, N. J., about fifty miles of as fine little-river canoeing as could be asked. This is a trip which can only be done early in the season, while the streams are high, but at that time it affords some very picturesque rapids, some dams to shoot, a few wide and beautiful lakes, and any number of absolutely ideal camp sites. The start is within an hour of New York and the finish equally near the big city, yet the country through which the cruise takes the tourist is wild and rugged.

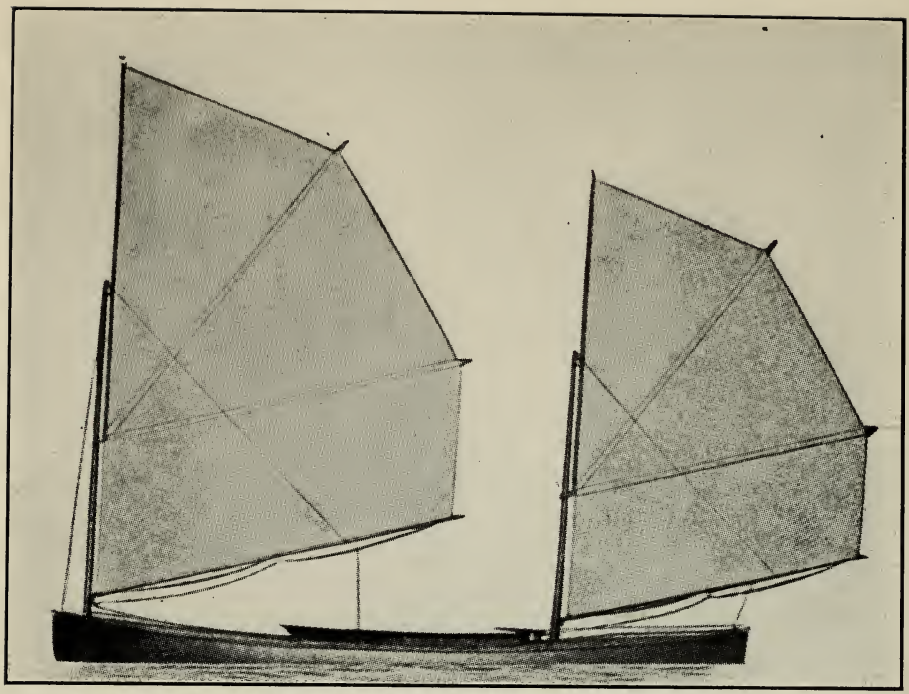
There are many other similar cruises close to almost any great city. Boston has a rare treat awaiting the canoe cruiser who essays the Charles River and the Concord River trips, although here wood fires will not generally be permitted, and in some cases the canoeist will have to secure the privilege of camping in the backyard of some handsome suburban estate—a privilege rarely denied. It is this trip which takes the canoeist through the dramatic, historic and literary shrines sacred to the Minute Men of the Revolution, to Emerson, Hawthorne, Thoreau, and scores of other leaders in early American history and literature. The American Canoe Association has discovered and outlined, and in many cases has mapped, scores of these accessible and worth-while cruises, and its generosity in sharing its fund of information about such trips is proverbial. One cruise with the organization, comprising a host of good fellows



Arrows point to leeboards in operation.

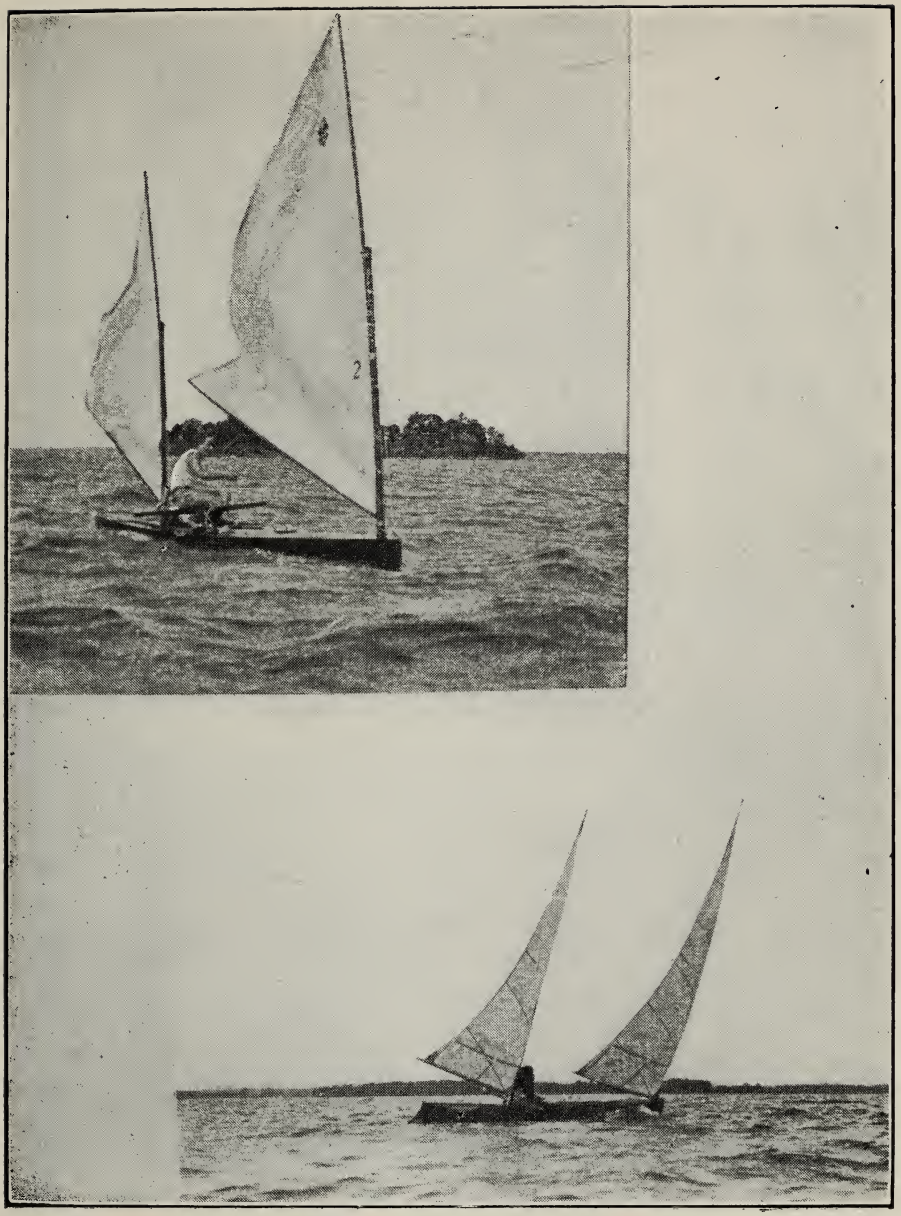


Lateen cruising sail and leeboards.



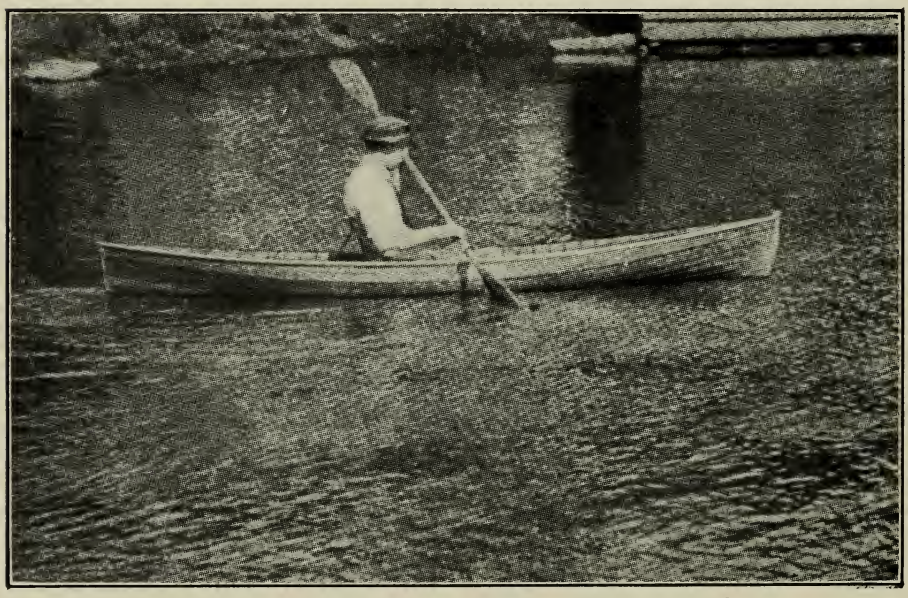
The Bailey sailing rig, with battens in sails; both sails can be reefed.

Racing canoe with batwing sails and battens.



Racing canoes with triangular sails and sliding deck seats.

This canoe is flat bottomed, "scow" type and is very fast in strong winds.



Modern cedar canoe, weighing twenty pounds.

from every walk of life and representing every age from youthful tyro to grizzled veteran, will reveal to the ambitious devotee of this fine sport that the organization is admirably well equipped to encourage and conduct the fine pastime for which it has so long stood.

There are a few truly remarkable canoe cruises which are almost national in their interest. And there are some which, while they are in Canada, are really a part of the canoeing education and opportunity of the lover of the canoe from any nation or clime. No man who has ever tried canoe cruising as a rest and recuperation from the round of business and social exactions of the everyday world needs to be told that in no other way can health and strength be so wonderfully built up; in no other way can nervous strain be so utterly forgotten and overcome; in no other way can such a fund of physical resource be accumulated as in the well selected, well planned and well conducted canoe cruise.

The canoe cruises of Maine imply the services of a guide, unless the cruiser be himself a resident of that State, for Maine has a law that no non-resident shall camp on the wild land of the State, or build fires, unless he be accompanied by a registered guide. This is not so much for the purpose of fostering the guide business of the State as it is to preserve the forest from the fires which so often follow in the wake of the careless camper. But as the State law specifically provides that one guide may accompany as many as five persons, several of the canoemen may have the privilege of running the rapids and fast water, using their own skill. A guide, in the first canoe, is often a very valuable aid in canoe cruises, especially in truly dangerous waters or where little opportunity to study the waters in advance is possible.

Probably the most popular of all canoe cruises of America is what is known as the West Branch trip of Maine, starting at the Northeast Carry from the upper end of Moosehead Lake and running generally in a southeasterly direction to Norcross, a station on the Bangor and Aroostook Railroad. This is a superb combination of fast water, some daring rapids, open

lakes, with beautiful camp sites and excellent fishing along the way. It is a total of about eighty miles and can be done hurriedly in a week, although it is well worth longer time for enjoyment of the scenic beauty and the many wild creatures sure to be met along the way.

Another Maine trip of almost equal fame is the Allagash trip, which starts from the same place, takes the cruiser over two hundred miles of similar waters, through foaming rapids and placid lakes, amid much wild scenery and past innumerable delightful camp sites, to the waters of the St. John's River, ending the cruise at Connors, Fort Kent or Van Buren. A third trip in the same general region starts at Northeast Carry, Moosehead Lake, and follows at first the east branch of the Penobscot River, some hundred and ten miles, bringing out at Wissataquoik or Grindstone. Of these three trips the best, in the judgment of the writer, is the Allagash trip, although here again the individual question of what one seeks in a woods cruise must make choice difficult. There are several variations of these trips possible. The popularity of this region for canoe cruising can be imagined when it is stated that across the Northeast Carry from Moosehead Lake there have been carried or portaged over five thousand canoes in a single season, all bound on one or another of these fine trips.

There are many fine trips in the Eastern States which do not require the presence or the services of a guide. One of the best of these is the Connecticut River trip, putting in somewhere in the region of West Stewartstown or below, depending on the height of the water and the time of year at which the cruise is made, and running as far, if desired, as the Long Island Sound. This trip can be done in a week, but it is better to allow longer time. The Delaware River trip is another which is close to the crowded eastern cities and which provides ample excitement and variety. The American Canoe Association covers most of the interesting section of this river every year, and canoemen from Philadelphia make it several times a year. Detailed maps are available of the whole distance, showing suitable camp sites, water conditions and facts en route.

But Canada, of course, is the canoe cruisers' paradise of the world. Here are to be found big or little rivers, connecting waterways to and through settled or unsettled country, lakes of all sizes and shapes, great freshwater oceans which it would require many seasons for the cruiser to explore, while the rare privilege of being a real pioneer, and carving out one's own salvation, without the compulsory accompaniment of guides, furnishes unparalleled attraction for the ambitious or skilled cruiser. The wildness of the country, the innumerable ideal camp sites which flaunt themselves in the foreground everywhere, the unrivaled fishing, the abundant wild game, and the unusual folks that the cruiser meets, from Hudson Bay post factors to real Indians of the far north, render a cruise in Canada a never-to-be-forgotten experience.

For the beginner, or the canoeist who wishes easy work, there are the Thousand Islands or the Rideau River trip, keeping him in touch with civilization, fresh supplies and large towns all the way. Then, as he becomes more confident of his powers, there is the absolutely incomparable territory of either the Algonquin National Park or the Temagami Forest Reserve, both of which contain millions of acres of wild land, great variety of waterways, ranging from tiny rivers and connecting "thoroughfares" between lakes to great inland seas, which will test every resource of seamanship, every ounce of athletic skill.

The canoeing found in these two places is largely on lakes of various sizes, connected either by short carries over falls or around rapids. There is comparatively little fast water and comparatively few rapids to run, most of the canoeing being on still lakes. In both places there are excellent starting-off hotels or resorts, where supplies of all kinds can be had and to which shipment of duffel or canoe can be made.

The writer is strongly of the opinion that no finer waters for amateur canoeing are to be found in all the world than those which are encompassed within the boundaries of Algonquin National Park, among the Highlands of Ontario. Within the confines of this vast park there are more than twelve hundred rivers and lakes, the altitude is more than eighteen hundred feet

above sea level, the fishing is magnificent almost everywhere in the park, including brook trout up to three or four pounds, salmon trout up to thirty pounds, and black bass up to five pounds, and there is almost no spot in the whole reserve unsuited to camping. Deer, beaver, mink, otter and game birds of all kinds are abundant, moose and wolves are occasionally noted, and the two millions of acres of the place reveal almost no signs of the presence of man.

Of the best river cruises in Canada probably none surpasses the Mississauga River, which starts at Bisco station on the main line of the Canadian Pacific Railway and runs to near Desbarats on Lake Superior, a distance of some hundred and fifty miles. This is a stiff, difficult trip and at least one guide familiar with the deep, strong waters is needed. It is not a trip for the amateur without guides, and, so far as the writer is aware, has never been run without guides by any amateur. It is a scenic trip of the very finest character, furnishing wonderful palisades, rising sheer from the canoe hundreds of feet; great, deep, shadowy canyons, through which the canoe shoots at railroad speed, and some of the wildest country within equal distance of the eastern cities. There is no way of retracing the trip after it is once started and there are practically no settlements or habitations along the way. Moose in great numbers and to enormous size are invariably seen along the way; there is good bass fishing in some of the reaches of the river and brook trout are found of great size in the contributing streams.

Another canoe cruise of incomparable interest to the angler and lover of scenic beauty is the Nipigon River, Ontario, a wide, powerful outlet into Lake Superior of the Nipigon Lake, some fifty miles to the north of Superior near the little town of Nipigon. Here are taken some of the biggest brook trout that have ever backed up the angler's tales. Seven, eight, nine and ten pound genuine brook trout are taken from this magnificent water, and their fame has attracted patronage to the place of many distinguished men of the day. The trip is started from the little trading station of Nipigon, on the Canadian Pacific Railway, and the cruiser works upstream forty miles to the

lake. It is one of the most luxurious canoe trips on the continent. The guides carry folding furniture, china butter dishes, and other evidences of effete civilization generally considered so incompatible with the woods. The river is strong and dangerous in places, but there is no doubt that its dangers are much exaggerated by the local guides. Guides are almost invariably employed on this trip, and the canoes used are the big twenty-foot lifeboat affairs which the Hudson's Bay people have been using for load carrying for many years. One canoe carries two guides, two sportsmen and their entire outfit and duffel for a month's cruise.

Many canoe cruisers want waters free from carries. To such there can confidently be recommended the superb Grand Lakes of Washington County, Maine, or the Square Lake and Eagle Lake region of Aroostook County, Maine. In either of these trips there will be found nearly a hundred miles of magnificent canoe cruising territory with practically no carries at all. The Washington County region is the home of the far-famed ouananiche, a species of landlocked salmon, which for gaminess is unbeaten among the best of fresh water fishes. The start of this trip would be from Princeton, on the Maine Central Railroad, or from Grand Lake Stream village, where are located some charming camps. The lakes and connecting waterways are among the most beautiful in the State, and the fishing has attracted men from all over the world. The Square Lake and Eagle Lake waters are reached from Square Lake station, on the Bangor and Aroostook Railroad, or from Portage station. Brook trout to great size, as well as magnificent catches of landlocked salmon, with occasional visits from deer and moose, are part of the attractions of this fine country.

EQUIPMENT FOR CANOE CRUISING

The seeker after canoe cruising joys must make careful preparations or his pleasures will be much curtailed. The difference between success or failure on a canoe cruise may sometimes be the simple matter of anticipating rain or even the lack of provision for comfortable rest at night. Many a fine trip has been spoiled for want of thought about matters, which, while they may be neglected for a day or even several days, spell unmeasured misery if too long continued.

The canoe itself has been described with reasonable detail elsewhere. Next in importance comes the roof overhead, generally of waterproof duck or so-called silk. Its shape is largely personal. One man wants plenty of head-room when he stands up. Another simply wants a low shelter over his bedding, content to spend most of his time outdoors. These two men would greatly differ as to the best shape and style of tent. One would swear by a certain pattern; the other would swear at it. Let us grant every man his right to what he wants, provided he is willing to carry it without complaint and does not force us to agree with him that it is the only right thing.

Among the canoe tents used on short cruises near to big cities the palmetto tent has large popularity. But the writer has never seen one on any serious, extended trip in the Adirondacks, Maine or Canada, which would seem to indicate that they are used just where they are most useful, and that for the real woods something else is better. There is the new "umbrella" variety of this tent which embodies many of the advantages of tents of the pattern referred to and much improves upon them in its superior lightness. This tent is an actual umbrella, extra large and strong, set in jointed pole, and over which a waterproof tent is drawn and pegged down.

In real usefulness to the cruising canoeist, seeking some head-room, large ground area, light weight and ease of manipulation

as well as real protection from the elements, there is nothing superior to the so-called canoe one pole or poleless tent. It can be rigged from a limb of a tree, or with one light pole carried or cut on the spot, has a wall at the back, rounded front which, when pegged down, holds it tight against wind even without guy rope, can be quickly set up and taken down and weighs, in size large enough for two or three men and their duffel, less than ten pounds when made of any of the up-to-date materials.

Another excellent pattern is the camp fire improvement on the famous old "Baker" tent, which consists of the old style "Baker" tent with the front flap starting from a drop of a foot below the peak, thus leaving headroom which is protected all the time, reducing the opportunity for rain beating into the tent and lowering the awning or flap. This is a very practical tent and, no doubt, will come into large favor among outdoor folks.

Decidedly lighter than any other tent of equal capacity and usefulness and admirable in its many original features is the "Forester" tent, devised by the editor of a well-known sporting magazine. Few new items of the woods life have so rapidly won a leading place among critical experts. This tent has all the good points of a reflector tent. A fire can be built close to it if necessary for comfort or drying out; it can be quickly erected with either three poles or even with one rope from a tree, under its ridge to the ground, it has greatest headroom at widest point, and its weight in ample size for two persons and duffel is little over three pounds. In country where poles may be had for the stroke of the axe, this is an ideal canoe cruising tent. A recent improvement consists of a flap or curtain at the top which can be let down in bad weather.

The old "A" tent, with straight sides and rectangular in ground plan, is still popular among some, but its vogue has been much lessened by the improvement in it known as the "Hudson Bay" tent, which has shorter ridge and curved front and back. As can be seen, this latter form of tent can be adapted to almost any shape and has many good features.

There are several excellent materials out of which the modern tent is made. Canvas, duck, or khaki is almost obsolete among

experienced campers; it is bulky, heavy, holds water and moisture, mildews quickly and rarely remains waterproof, even if thoroughly so when first made. There are other materials consisting, for the most part, of very closely woven cotton fabric, which far surpass the old duck tents in every respect, even including cost, if the cost be divided, as it should be, over the years. Some of these materials, while the same identical cloth in the trade, are given fanciful names by the tent manufacturers. The so-called balloon silk is not silk and is not used in balloons. Perhaps that is the reason it is called balloon silk. Egyptian cloth, dryki, tanalite, balloon silk, each has its enthusiastic champions. Personally, the writer is strongly convinced of the superior worth of the material called balloon silk, especially when waterproofing is done with paraffin. He has several tents of this material and treatment which are ten years old, have been several times across the continent on extended outing trips, used for months at a time, in temperatures ranging from one hundred and ten above to forty below zero, and these tents are as waterproof and serviceable as on the day they were bought. There is very little difference between the weight of tents waterproofed by any of the other processes and those which have been paraffined; repairs can be made instantly with a bit of thin cotton and a small cake of paraffin; the waterproofing treatment seems to render them more impervious to moisture when rolled up wet than any other treatment. The paraffin increases the tensile strength of the material more than any other waterproofing process. Scientific experiments have demonstrated that tan color is repellent to insects; white tents have a glare in the early morning which helps to wake lazy folks, and green is the coolest color. There is choice for all who have color preferences.

Tent poles may be carried by the fastidious or in regions where the privilege of cutting them is denied, and tent pegs, made of thin, bent iron, are well worth carrying if the region is bare of much wood or if time is an object. Even in extended Canadian cruises, in wild country, the writer always carries a few metal tent pegs. They have served more than once to cheat the coming storm when camp had to be made in a hurry or when

night was fast falling. Tent rope slides are practically unknown in light canoe cruising and, if the tent is rigged right, have little place in any camp. Get as far away as you can from all these bungly, time-consuming and temper-provoking knickknacks.

Bedding will consist of boughs, if you know the charm of them and know how to make them into a bed. If you do not, carry a pneumatic mattress, crib size, a sleeping pocket if you are very luxury loving. Or carry a couple of 12 by 20 inch pneumatic cushions, which, laid end to end, make a very comfortable bed on rough ground. The camp mattress of quilted Texas cotton is new and good. Sleeping bags are the invariable equipment of the wise canoe cruiser and camper. The simplest bag is, for that reason and for others, the best. A heavy, bulky, waterproof cover is unnecessary if you put the sleeping bag in a waterproof duffel bag, as you should. Every sleeping bag ought to have a hood. A clever design recently introduced has a hood and is made of llama wool, the lightest thing for its warmth so far adapted to sleeping bags. As an auxiliary aid to keeping warm there are paper blankets, which the writer has been using for years. One of them, between wool coverings, adds wonderfully to comfort and nothing to the pack.

For cruising about near big cities or for week-end trips, so rapidly coming into popularity in this country and Canada, a few pieces of the ingenious folding furniture will be found useful if not almost indispensable. In the deep woods, of course, the cruiser at all handy with his axe makes all sorts of seats and tables and benches, but in the suburbs of great cities these things would better be taken in the outfit rather than improvised on the spot. The extended cruises of the real woods, with their frequent and sometimes long and hard portages, render the carrying of every extra ounce of debatable question; but in sight of civilization, or where there are practically no portages, a bit of compact folding furniture is often well worth its weight and the space it occupies.

Folding cots, for those exquisites who use cots at all in the outdoor life, are the most compact and comfortable things of their kind so far discovered. Folding chairs, two of them

especially being noteworthy among aids to comfortable camping, are a folding camp chair, consisting of a back and legs which fold to one piece and a canvas cover which forms back and seat, and a camp fire chair which has seat and back of canvas set into a group of wooden pieces forming legs, arms and back. The latter chair, known to every traveler in England, and among the armies of Europe, is generally regarded as the most perfect chair of its kind so far devised. It is marvelously comfortable, practically indestructible, knocks down to go into a bag twenty-five inches long by six inches in diameter, and weighs about fifteen pounds. There are also folding tables, roll top camp tables, reclining chairs, folding cupboards or shelves, and other clever and useful inventions. The United States Army has used many of these contrivances, and thus demonstrated their usefulness to the campers of the world. Folding canvas buckets and pails are important items of the equipment.

Near civilization, or where no fires may be built, a kerosene vapor camp stove is the best thing of the kind. Its flame is kerosene, heated to a gas. It carries enough oil to burn nearly ten hours and the weight of the stove is less than four pounds. There are places where wood is scarce or where fires of any other kind are not permitted; there this stove is an absolute necessity. It is also sold with a case, which carries the various parts of the stove, taken down, and an extra supply of oil.

Where firewood is plentiful, one of the most useful tricks the cruiser can have with him is either a camp broiler or a similar device of larger size. The device consists of a set of strong steel rods formed into a camp grate or broiler, with pointed rods at the ends or corners which are stuck into the ground, under the grate the camp fire is built. It is the best of all portable stoves.

There are various one-man kits, made largely for army use, but few of them are really adapted to the cruising canoeist. But a mess-kit, made in aluminum, is excellent and will serve more than one person very comfortably. In cooking utensils, aluminum is much the best ware, from every standpoint. It is extremely light, does not burn the food as does steel or iron, and

is very economical considering its wearing qualities. The only article of the cooking kit which should invariably be of steel is the frying pan.

In foods, the canoe cruiser of to-day has wonderful variety. Dehydrated vegetables are a rare addition to the food supply of the camper who essays wilderness travel, for nothing is more important nor more difficult to obtain in the deep woods than fresh vegetables, and any man who has portaged fifty pounds of bulky fresh potatoes will welcome the new form in which they can now be obtained. The highly concentrated nature of these dehydrated vegetables can be imagined when it is stated that eighteen pounds of fresh spinach is compacted down, by the mere extraction of the natural moisture of the plant, to one pound in weight.

Powdered eggs and powdered milk have been a ration on the battleships of the United States for years. Both are admirably adapted to the cruising canoeist's needs. With the egg powder one can make almost everything but poached eggs; omelettes which delight the epicure are easy. The milk takes the place of the fresh article, although it is always the custom of the writer to take along some condensed milk and evaporated cream for coffee, etc. In sweets, the best form is maple sugar in cakes or large tins, not in syrup. The outdoor life seems to necessitate an increased quantity of sweets.

Among the real foods for the canoeist few stand higher than the now famous army ration, served to the German soldiers. It consists of pea meal, marrow, bacon and vegetables in the form of a powder and wrapped in a sort of sausage skin. When made into a soup or cake it is the most nourishing thing of its kind known to the armies of the world. Other excellent soups in powdered form are imported in large quantities into this country. Beef cubes are excellent and very compact; cornmeal ought to be among the rations of every canoeist who plans to do any baking at all in the woods; beans can be taken in cans, but much more delicious beans can be baked by anybody in the regulation lumberman's bean-hole; while baking excellent bread and fish, and even cake, in one of the aluminum reflector ovens is easier

than any amateur who has not tried it would imagine. Bacon, wrapped in oiled paper, rice, raisins, apricots, shelled nuts, tea, coffee, cocoa, pineapple, cheese, spaghetti, and a couple of cans of kippered herring and corned beef, the latter for hash, with a good supply of various dehydrated vegetables—there may be some suggestions in these items from the writer's list for the inexperienced cruiser.

For clothing and weather protection, wool from the skin out is best, and for rainy weather there is nothing better than oil-skins, especially the kind which has an air-pocket around the breast of the coat, forming, with a few breaths of air, a genuine life-preserver. Ponchos, now regarded as an indispensable part of every cruising outfit, should be made of material which the United States Government has recently adopted for the use of its troops. It is the lightest and most perfectly waterproof material so far devised—that the writer can testify, for he lived under it fifty-two rainy days out of a canoe cruise of sixty days.

A heavy sweater or Mackinaw coat, the gaudier the better, will be useful in almost any camp trip covering latitude north of New York City, during even the midsummer. Nothing is more picturesque than the clothing which is now permitted in outdoor life; let not the ultra-conservative restrain natural instincts for bright color and striking pattern.

For footwear, the canoeist should have light, flexible sole moccasins; single bottom if his feet are hardy, and double bottom if they are sensitive. The famous new hunting shoe, with bottom of rubber, no heel, and top of soft leather, is the ideal canoe shoe for long cruising or where damp weather or swampy country is liable to be met. Heavy wool socks, wrapped over the turned trousers, which may be either long or riding breeches style, is the right rig. For summer, or as weather protection, the water-proof outing clothing, made into coats and trousers, are excellent. Do not accept the parrot talk of experts who camp mostly in Morris chairs when they advise "any old suit" for camping. You are very likely to have to sew brown canvas bosoms on your trousers; the dogs of every town will mistake you for a tramp and act accordingly; even the scarecrows may flap their limp

hands at your brotherly appearance. Nature is fair and beautiful; be garbed like a gentleman when you are about to be introduced to her.

A few little cruising tricks and trinkets are worth mentioning. The wonderfully ingenious aluminum folding lantern, nine ounces in weight, burning government compressed candles, is one; shun the oil lamp as a sure sign of the beginner and the uninformed. An acetylene lamp, large size, is the best light for serious use, and implies less weight to strength and duration of light so far discovered by campers; it is excellent for sneaking up on deer or other wild creatures to get flashlights. A gun known as the game-getter is the one firearm for the canoe cruiser; it shoots shot or bullet and folds to revolver size. A compass which pins to the coat is the best of its kind, and a camp hatchet with a folding sheath is unrivalled as canoe steel. Leave the handsome, expensive gold watch and the foreign binoculars at home. Take instead a watch costing a dollar or two only and a pawn shop pair of opera glasses. The former will tell you all you need to know of the progress of the hours; it is also a compass, if you know how to use it, and the latter is the best thing in the world for studying the birds, finding lost portages or companions and spying out Nature's secrets. A first-aid kit is wise insurance. They are made in various sizes and weights. But Nature is the real doctor for all the ills that afflict mankind, and it is rare indeed that the woods life furnishes need of cure for anything more serious than sunburn, bruises or overeating.

The United States Geological Survey maps are excellent for many of the best cruises in the United States. For some of the most popular ones blue-print maps of details important to canoeists are to be had from the American Canoe Association. In Canada the different Provincial governments furnish excellent maps of some of the parks. In addition to which a firm of Toronto outfitters for canoe cruisers and campers have a large assortment of excellent blue-print maps of the best cruises as well as printed books describing them, which are almost invaluable to the stranger traversing the wild country of Ontario.

THE AMERICAN CANOE ASSOCIATION, ETC.

No reference to canoeing would be complete without a word concerning the American Canoe Association, which has for many years stood as the special representative of the sport in this country, and which is at this time the leading canoeing organization of the country and, probably, of the world.

The organization came into being in August, 1880, when twenty-three charter members, many of them men prominent in diverse lines of affairs, and representing many sections of the United States, met at Lake George and adopted a constitution and rules for management of canoeing affairs which have remained almost unchanged to this day. This was not the first American canoe club, however, the New York Canoe Club, founded in 1870-71, having preceded it by a decade, and the New York Canoe Club is still alive and flourishing.

But there is probably no canoe organization in the world which has done more to foster the sport of canoeing, in all its various phases, than the American Canoe Association, nor perhaps any club in any department of outdoor sport which contains such a wide range of membership, representing every walk of life and every sort of business, professional and artistic employment. In this one respect alone it is a splendid model of the democracy of American sport, where, on a common footing, meet lovers of a special sport from every rank in life and every level of financial standing.

The membership of the American Canoe Association is formed of individuals and clubs, but every member has an individual number. The present membership is about fifteen hundred, divided among five divisions of the Association, as follows: Atlantic, Central, Eastern, Northern and Western. The Commodore is Payne L. Kretzmer, 541 West 149th Street, New

York City; the Secretary is Louis Reichert, 73 Nassau Street, New York City, and the Treasurer is Samuel B. Burnham, P. O. Box 23, Providence, R. I. Each division has its own Vice-Commodore, Rear Commodore, Purser and Executive Committee, and is fully in charge of its own internal affairs. There is a Board of Governors of the Association, consisting of a representative from each division, and there is a Racing Board, consisting of two or more representatives, according to membership in the division. There are many committees, a Camp Surgeon, Camp Forester, Historian, and Custodian and Superintendent of Sugar Island among the Thousand Islands, whereon has been held for several years the annual meet of the Association.

The Association owns Sugar Island, situated in the Canadian Channel, near Gananoque, Ontario, and, by provision of three deceased members, has the right to the exclusive use of three beautiful islands in Lake George, N. Y., also the privilege of camping upon Jupiter Island in Stony Island Lake, Canada, whereon are situated the summer residences of two members of the Association.

But it is not so much in the tangible assets of the Association that its value to canoeists is revealed as by the fostering spirit which it has so long exercised over the sport. This is shown in the annual cruises which are arranged by its various divisions along and through nearby waters, or its annual meet held in midsummer, to all of which events it extends courteous and generous hospitality, even to non-members and unattached canoeists. With no attempt to autocratic supervision over this fine sport, the Association nevertheless exercises real authority by reason of its age, its recognized leadership in the sport, the unusually high standards which it maintains and enforces, and the splendid personnel of its membership.

The word leadership represents the true service of the Association, not the word control, which is so often used by careless writers on sport, and which latter word is abhorrent to the whole spirit of democracy. Probably few great organizations in the world of outdoor sport have such little interest in exercis-

ing authority and such real interest in developing the broader and more wholesome phases of the pastimes for which the organization stands.

Nevertheless the whole realm of canoe racing, either where the propulsion is by paddle or sail, is entirely in the hands of the American Canoe Association; its standards are accepted all over the world, and its records are part of the history of the sport, received without question everywhere. There has never been suggestion of taint or suspicion in any department of its affairs, which speaks volumes for the splendid standards maintained by the organization for over thirty years. With the tremendous increase in the sport of canoeing all over the world, it is to be hoped that the organization will find that larger measure of support to which it is so fully entitled.

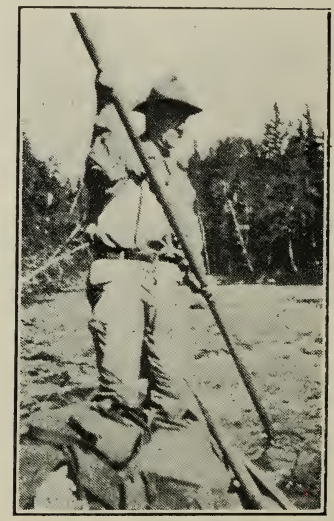
The cost of membership in the American Canoe Association is two dollars for the first year, one dollar being initiation fee and one dollar the first year's dues, after which the annual dues are one dollar. The Association publishes a year-book which is the best comprehensive review of the sport of canoeing issued in this country; makes special arrangements for freight cars, etc., at cruises and meets; secures concessions and special rates of various kinds, and provides an interchange for canoeing experiences which, as every lover of the woods and waters knows, enables the cruiser to live the pleasures all over again in their telling.

There are practically few rules for the cruising canoeist; those which the Association has adopted for the guidance of racing events, either with paddle or sail, are incorporated herewith, since they may be of real assistance to those who wish to conduct events in proper fashion.

1, Sleeping pocket; 2, Compass and pin; 3, Camping mattress; 4, 5, 6, Folding camp furniture; 7, Sleeping bag; 8, Folding baker; 9, Folding canvas cupboard; 10, Vacuum bottle; 11, Waterproof matchbox; 12, 13, 14, 15, Canvas water pails; 16, Army kit; 17, Axe with folding guard; 18, First aid kit; 19, Metal tent peg; 20, Folding lantern; 21, Kerosene stove; 22, Folding grate; 23, Cook kit; 24, Folding baker, canvas case.

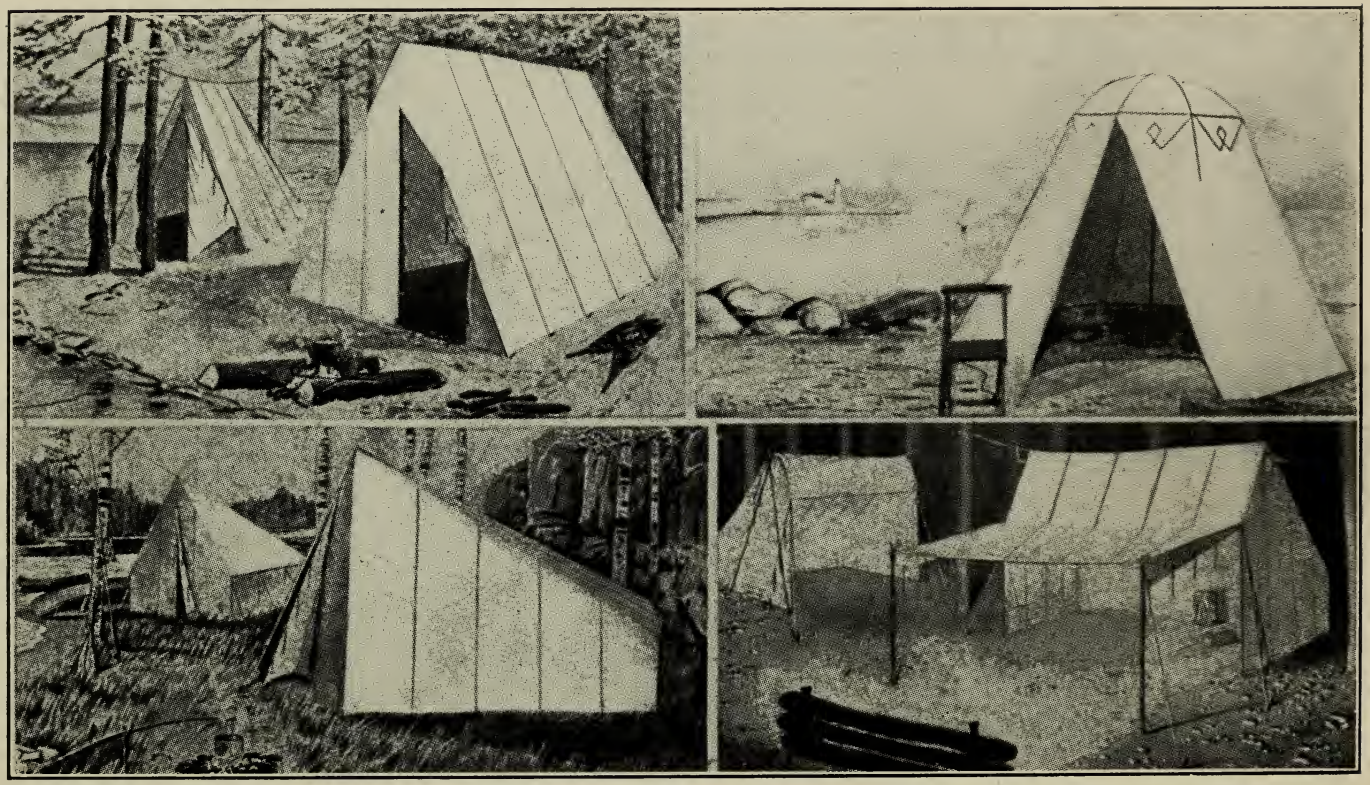
Excellent paddling position.

Twist of upper wrist at end of paddling stroke.



Running rapids with canoe pole.

Upper reaches of the Charles River, Massachusetts, the greatest canoeing water in the world.



Square-ended and round-end "A" tents.
Canoe pole-less or one-pole tents.

"Umbrella" tent.
Campfire tent.

RACING REGULATIONS OF THE AMERICAN CANOE ASSOCIATION

RULE I.

Canoe, Definition of.—A canoe to be registered and to compete in any race, of the American Canoe Association, must be sharp at both ends, without counterstern or transom, and must come within the limits prescribed for its class.

RULE II.

Section 1.—*Classification.*—Canoes of the American Canoe Association shall be divided into two main classes, viz.: Open Canoes and Decked Canoes.

Sec. 2.—Open canoes shall have not more than 3 feet of deck at either end, nor more than 3 inches of deck at either side.

RULE III.

Section 1.—*Method of Measuring.*—The elementary limitations of a canoe shall be determined as follows: The length shall be taken between perpendiculars at the fore side of the stem and the after side of the stern. The breadth of beam shall be taken at the widest part, wherever found, but it shall not include a eading. The words "breadth of beam" shall mean the breadth formed by the fair lines of the canoe, and the beam at and near the water line must bear a reasonable proportion to the beam at the gunwale, except paddling canoes for one and two men, Racing Class.

Sec. 2.—The depth shall be measured from the inside of the garboard next the keel, to the level of the top of the gunwales.

Sec. 3.—The sail area shall be the actual area, exclusive of roach along spars, measured when the sail is on the spars and stretched taut.

RULE IV.

Section 1.—*Dimensions and Limitations, Decked Canoes.*—The length shall be not more than 16 feet; the breadth of beam shall be not more than 36 inches, and the depth shall be not less than 10 inches. The beam at the water line, with 150 lbs. weight aboard, of all canoes built after July 1, 1907, must be at least eighty per cent. of the over-all beam.

Sec. 2.—The minimum weight, exclusive of centerboard, rudder, steering gear and deck seats, shall be 85 lbs.

Sec. 3.—*Sails.*—The sails used in any race shall not have an area of over 90 square feet, of which not more than 60 square feet shall be in any one sail, and no spar shall project more than 15 feet above the water with crew on board amidship.

Sec. 4.—No sail shall be rigged on what is known as hollow spars, except it be a practical hoisting, lowering and reefing rig, and so used.

Sec. 5.—*Centerboards.*—Folding or plate centerboards may be fitted. They must not, when raised, project below the keel.

Sec. 6.—A paddle at least 3 feet long shall always be carried.

Sec. 7.—*Special Class.*—Maximum length, 17 feet; maximum beam, 42 inches; any excess of length or beam to be multiplied by five and added to the water line length for rating purposes. No seat shall be extended beyond the side of the canoe. L. W. L. shall not be less than 12 feet 6 inches, measured with crew aboard in racing position. Minimum depth outside from top of deck at middle line to underside of garboard, taken anywhere up to two feet from either end, shall not be less than 12 inches. There shall be two fixed complete transverse wooden bulkheads, which are to be not less than 5 feet 6 inches nor more than 8 feet apart, and not more than 5 feet from mid over all length. There shall be a direct opening to the space between these bulkheads of not less than 16 inches in width for a length of 3 feet. The deck on each side shall not be less than quarter beam. Scantling—Minimum finished—Plank ¼ inch; Deck, 3-16 inch; Bulkheads, ⅜ inch.

Rating not to exceed $0.25\frac{L.W.L.\times SA}{6000}=R$. In calculating the

rating, the figures beyond the second place of decimals shall be ignored. *Sails.*—The certificate of rating shall be for one rig and suit of sails only, which may include a storm sail not exceeding 75 square feet area. Only one certificate may be held at a time. The L. W. L. shall be marked upon the canoe to the satisfaction of the official measurer.

All sailing races of the A. C. A., except such races for prizes as are by deed of gift defined as prizes, for 16 x 30-inch class, shall be open to both classes of canoe.

RULE V.

Section 1.—*Dimensions and Limitations, Open Canoes, Sailing and Cruising Type, One and Two Men.*—Maximum length, 18 feet; minimum beam, 30 inches, with an accompanying maximum length of 16 feet. For each inch the length is increased, the beam must be increased at least one-eighth of an inch. The depth shall be not less than 10 inches. The beam at the water line, with 150 lbs. weight aboard, must be at least eighty-eight per cent. of the over-all beam.

Sec. 2.—*Leeboards.*—Leeboards may be carried, but no rudder nor centerboard.

Sec. 3.—*Seats.*—No seat shall extend beyond the side of the canoe.

Sec. 4.—*Sails.*—The sail area shall be limited to 40 square feet.

Sec. 5.—*Weight.*—The minimum weight of open canoes of this class shall be 70 lbs.

Sec. 6.—*Keels.*—No keel nor fin shall project more than 1½ inches below the garboards.

Sec. 7.—*Paddles.*—A paddle at least 4 feet 6 inches long shall always be carried.

Sec. 8.—*Special Appliances.*—No special appliance of any kind for holding the paddle for steering purposes shall be used.

RULE VI.

Paddling Canoes for Racing, One and Two Men.—Maximum length, 16 feet; minimum beam, 30 inches; minimum depth, 10 inches; minimum weight, 50 lbs.

RULE VII.

Four Men.—Maximum length, 20 feet; minimum beam, 30 inches; minimum depth, 12 inches; minimum weight, 70 lbs.

RULE VIII.

War Canoes.—Maximum length, 30 feet; minimum beam, 36 inches; minimum depth, 17 inches; minimum weight, 120 lbs.

RULE IX.

Section 1.—Ten per cent. of the weight of a canoe may be made up by ballast.

Sec. 2.—The Regatta Committee shall have power to rule out any canoe which, in their opinion, does not conform to the spirit of any of the above restrictions.

RULE X.

Section 1.—*Novices.*—Novices at any Meet shall be those who have never sailed nor paddled, respectively, a canoe in an A. C. A. race prior to September 1st of the preceding year.

Sec. 2.—*Juniors.*—Juniors, in all events but War Canoes, shall be those who have never won a similar race.

Juniors may compete in Senior races without losing their Junior standing unless winning. Anyone remaining a Junior in one or more classes, and who shall enter in a class which he is not qualified to enter, shall forfeit his Juniorship in all classes.

Sec. 3.—*Crews.*—Unless otherwise provided by the Regatta Committee, the crew in all races shall consist of one man only.

Sec. 4.—No canoe shall be raced by more than one man at any one Meet.

RULE XI.

Section 1.—*Entries, Who May Enter Races.*—None but members of the American Canoe Association, excepting those who have been invited by the Regatta Committee and accredited representatives of foreign clubs, shall enter its races. No member who has ever raced for money, nor who is in arrears to the Association, shall enter. No man shall enter in any race at the general meet until he has been two days in camp, except

entries in events of the Racing Paddling Class as defined in Rule VI, or by special permission of the Regatta Committee. Applicants for membership in the Association shall not be considered as members.

Sec. 2.—*How Entries Must Be Made.*—All entries must be made in writing, and on the blanks provided for that purpose. Entries must be delivered to the Regatta Committee within such time as they may direct.

Sec. 3.—*Entry Numbers.*—The Regatta Committee will provide each man, when he makes his entries, with three prints of his number on cloth. Every canoe entering, except for an upset race, must have her entry number, or other distinguishing mark satisfactory to the Regatta Committee, conspicuously on canoe or man in paddling races, and on both sides of the mainsail in races.

RULE XII.

Section 1.—*Prizes, Number of Prizes.*—A first prize shall be given in each race. A second prize shall be given in each regular race when more than two finish.

Sec. 2.—*Kind of Prizes.*—Regular prizes, when possible, shall consist of shields, or other lasting memento of the event, upon which shall be expressed the letters "A. C. A.," the year in four figures, the place of the meet and the name of the event, with the words "first prize" or "second prize." No prize of money shall be raced for. Bunting flags, size 2 feet x 3 feet, having the letters "A. C. A.," the year in numerals and the initial "P.," "S.," "O. S." and "R.," respectively, shall be given the winners of the paddling and sailing trophies, and the "Record," in addition to the regular prizes.

Sec. 3.—*Special Prizes.*—Special prizes may be given at the discretion of the Regatta Committee.

RULE XIII.

Section 1.—*The Record Race.*—There shall be three regular record events forming the Record Race. No. 1. Paddling and Sailing combined, 3 miles; time limit 1½ hours. No. 2. Paddling, ½ mile. No. 3. Sailing, 4½ miles; time limit 2½ hours.

Sec. 2.—*Place on the Record.*—To obtain a place on the "Record" or qualify for a prize in a "Record" event a contestant must start in all three Record events. The first canoe to finish in each event shall receive as many points as there are starters in the first event; the second canoe, one less, and so on, and in addition the winner shall be given a premium of 25 per cent. of the number of starters in the first event for winning; the second, a premium of 15 per cent. of the same number, and the third a premium of 7 per cent. of the same number. The total numbers awarded for all three events, added together, shall give the credit number on the "Record." Any competitor not finishing a race or who is disqualified, shall receive zero for that event, but all those finishing shall receive credit for beating him.

Sec. 3.—In the Record Race each contestant shall use but one canoe.

Sec. 4.—*Regular Races.*—There shall be eight regular races in addition to the Record Race.

1. The Paddling Trophy Race; distance, 1 mile.

2. The Decked Sailing Trophy Race; distance 18 miles in 3 heats of 6 miles each. Two heats shall be on the triangle and one shall be over a windward and leeward course of not over 1 mile. Time limit 2½ hours for each heat—for Points earned and counted as provided for the "Record" in Sections 2 and 3 of this rule.

3. The "Mab" Trophy Race; distance 7½ miles. Time limit 3 hours. The winner of the Sailing Trophy is debarred from entering this race by deed of gift.

4. The Open Canoe Sailing Trophy Race; distance 9 miles in 3 heats of 3 miles each. Two heats shall be on the triangle, and one shall be over a windward and leeward course of not over 1 mile. Time limit 1½ hours for each heat—for Points earned and counted as provided for the "Record" in Sections 2 and 3 of this rule.

5. Paddling Race; open canoes; single blade; one-half mile.

6. Paddling Race; open or decked canoes; double blades; one-half mile.

7. Paddling Race; tandem; open canoes; single blades; one-half mile.

8. Paddling Race; tandem; open or decked canoes; double blades; one-half mile.

Sec. 5.—The Regatta Committee may provide such additional races as they deem advisable.

RULE XIV.

The mode of turning marks, and all directions for each race, shall be announced in the programme of the Regatta Committee or posted on the bulletin board one hour before the race is called, and any competitor not knowing the course, or mistaking it, or not following these rules, does so at his own risk.

RULE XV.

No pilotage or direction from any boat or from the shore will be allowed, and anyone accepting such assistance may be disqualified.

RULE XVI.

Officials.—For every race there shall be a Referee, Starter and three Judges.

Duties of Officials.

Referee—The Jurisdiction of the Referee extends over the race, and all matters connected with it from the start until its final termination. Any competitor refusing to abide by the decision or to follow the direction of the Referee shall be disqualified.

Judges—The Judges shall report to the Referee the order in which competing boats cross the finish line, but the decision of the race shall rest with and be declared by the Referee, subject to appeal to the Racing Board.

Starter—It shall be the duty of the Starter, upon notice from the Referee, to start the various events.

The Referee may act as starter if he desires; but when he does not so act the Starter shall be subject to the control of the Referee.

PADDLING RACES.

RULE XVII.

Starting.—Paddling races shall be started by the Starter asking "Are you ready?" On receiving no answer he shall either say "Go," or fire a gun, or both. If he considers the start unfair he may recall the canoes to their stations by the firing of two guns, and any contestant refusing to start again shall be disqualified.

The combined sailing and paddling race shall be started in the same manner.

Canoes shall be started by their bows, and shall have completed their course when the bows reach the finish line.

Water—A canoe's own water is the straight course, parallel with other competing canoes from the station assigned it at the start to a relative position on the finish line.

Each canoe shall keep its own water throughout the race, and any canoe departing from its own water will do so at its peril.

The Referee shall be the sole judge of a canoe's own water and proper course during the race.

Fouls—It shall be considered a foul, when, after the race has commenced, if any competitor, by his paddle, canoe or person, comes in contact with the paddle, canoe or person of another competitor; unless, in the opinion of the Referee, the contact is so slight as not to influence the race.

The Referee may, during a race, caution any competitor when in danger of committing a foul.

In case of a foul the Referee shall have the power—

(*a*) To place the canoes (except the canoe committing the foul) in the order in which they finish.

(*b*) To order the canoes engaged in the race (other than the canoe committing the foul) to paddle the race over again.

SAILING RACES.

RULE XVIII.

The paddle shall not be used in sailing races, after the starting signal, except for steering, when no rudder is used, or when

the rudder is disabled, or back strokes to leeward in tacking, or shoving off when aground, afoul of anything, or in extreme danger, as from a passing steamer or from a squall.

RULE XIX.

A canoe shall be amenable to the Racing Rules from the time the preparatory signal is made, and shall continue so until her entire hull and spars have passed across the finish line. After crossing the finishing line a canoe shall not interfere with any canoe still in the race.

RULE XX.

Start and Finish.—The start and finish shall be when the bow first crosses the line after the starting signal has been made. If this point in any canoe be across the line when the starting signal is made she shall be recalled by the Regatta Committee and must return and start again.

A canoe so returning, or one working into position from the wrong side of the line, after the signal for starting has been made, must keep clear of and give way to all competitors.

RULE XXI.

Starting Signals.—The starting signals for all races to which attention shall be called by gun or whistle shall be as follows:

Warning—The hoisting of a Blue Flag.

Preparatory.—Four minutes after the warning signal, the lowering of the Blue Flag and the hoisting of a Yellow Flag.

Start.—One minute after the preparatory signal, the lowering of the Yellow Flag and the hoisting of the A. C. A. Flag.

A Green Flag displayed signifies that buoys are to be left to starboard. A Red Flag signifies they are to be left to port.

The Regatta Committee may vary the manner of starting at their discretion, but all races should be started to windward when practicable, and under a time limit.

Should any canoe meet with an accident at the start of a race, through no fault of its own, the Regatta Committee shall have power to recall the entire fleet and order a new start, allowing time, if they deem it just, for repairs to be made.

RIGHT OF WAY.

Definitions.

RULE XXII.

(*a*) *Close Hauled.*—A canoe is close hauled when sailing by the wind as close as she can lay with advantage in working to windward.

(*b*) *Mark.*—A Mark is any vessel, boat, buoy or other object used to indicate the course.

(*c*) *Overlapping and Clear.*—Two canoes sailing the same or nearly the same course are said to be overlapping when an alteration of the course of either may involve risk of collision. Otherwise they are said to be clear.

(*d*) *Overtaking.*—Of two canoes, sailing in the same or nearly the same course, one which is clear astern of another when approaching her so as to involve risk of collision, is said to be an overtaking canoe, and she continues such after the canoes overlap until she has again drawn clear.

Overtaking, Luffing and Bearing Away.

(1) A canoe overtaking another canoe shall keep clear of the overtaken canoe.

Passing to Windward.

(2) An overtaken canoe may luff as she pleases to prevent an overtaking canoe passing her to windward, until she is in such a position that her stem would strike the overtaking canoe abaft the stem, when her right to prevent the other having a free passage to windward shall cease.

Passing to Leeward.

(3) An overtaken canoe must never bear away to prevent another canoe from passing her to leeward—the lee side to be considered that on which the leading canoe of the two carries her main boom. The overtaking canoe must not luff until she has drawn clear ahead of the danger of fouling the canoe, by so luffing, which she has overtaken.

Meeting, Crossing and Converging.

(4) A canoe which has the wind free shall keep out of the way of one which is close hauled.

(5) A canoe which is close hauled on the port tack shall keep out of the way of one which is close hauled on the starboard tack.

(6) When both canoes have the wind free on different sides the canoe which has the wind on the port side shall keep out of the way of the other.

(7) When both have the wind free on the same side the canoe to windward shall keep out of the way of the canoe to leeward.

(8) When two canoes, both close hauled on the same tack, are converging by reason of the leeward canoe holding a better wind, and neither can claim the rights of a canoe being overtaken, then the canoe to windward shall keep out of the way.

(9) A canoe may not tack nor alter her course so as to involve risk of collision with another canoe which, owing to her position, cannot keep out of the way.

Altering Course.

(10) When by any of the above clauses one canoe has to keep out of the way of another the latter—subject to Clause 2—shall not so alter her course as to involve the risk of fouling.

The OVERTAKING Rule overrides the MEETING, CROSSING and CONVERGING Rule, except Clauses (5) and (9), which must always be observed.

(11) *Rights of New Course.*—A canoe shall not become entitled to her rights on a new course until she has filled away.

(12) *Passing and Rounding Marks.*—If an overlap exists between two canoes when both of them, without tacking, are about to pass a mark on a required side, then the outside canoe must give the inside canoe room to pass clear of the mark.

A canoe shall not, however, be justified in attempting to establish an overlap and thus force a passage between another canoe and the mark, after the latter canoe has altered her helm for the purpose of rounding.

(13) *Obstruction to Sea Room.*—When a canoe is approaching a shore, shoal, pier, rock, vessel, or other dangerous obstruction, and cannot go clear by altering her course without fouling another canoe, then the latter shall, on being hailed by the former, at once give room; and in case one canoe is forced

to tack, or to bear away in order to give room, the other shall also tack, or bear away, as the case may be, at as near the same time as is possible without danger of fouling. But should such obstruction be a designated mark of the course, a canoe forcing another to tack under the provisions of this section shall be disqualified. (See Rule XXVI, Sec. 2, where this rule is particularly referred to.)

RULE XXIII.

Wrecking or Shifting of a Mark.—Should any mark be missing or removed from its proper position during a race the Regatta Committee shall, if possible, replace it or substitute the Committee Boat, and call attention by gun or whistle. Failing thus to re-establish the mark, the race may be ordered resailed or not, at the option of the Regatta Committee.

RULE XXIV.

Accidents.—A canoe should render every possible assistance to any canoe or person in peril, and if in the judgment of the Regatta Committee she shall have thereby injured her chances of winning they shall order the race resailed.

RULE XXV.

Postponed and Resailed Races.—(1). At any time before the Preparatory Signal, the Regatta Committee shall have the power to postpone any race should unfavorable weather conditions render such postponement advisable.

(2) At any time after the starting signal and before the finish the Regatta Committee shall have the power to declare off or order resailed any race, should unfavorable weather conditions render a finish improbable within the time limit. The signal denoting such action shall be a gun, and the lowering of the A. C. A. Flag. New entries shall not be received for such resailed races, and a canoe disqualified in the original race shall not be eligible to start in the resailed race.

RULE XXVI.

Disqualifications—(1). A canoe must go fairly round the course, rounding the series of marks specified in the instructions;

and in order to round each mark, the canoe's track from the preceding to the following mark must enclose it on the required side. A canoe touching a mark, unless wrongfully compelled to do so by another canoe, shall at once abandon the race, or be disqualified.

(2) If a canoe, in consequence of her neglect of any of these rules, shall foul another canoe, or compel another canoe to foul any canoe, mark or obstruction, or to run aground, she shall be disqualified and shall pay all damages; and any canoe which shall wrongfully cause another to luff, bear away, or tack, in order to avoid fouling, or shall without due cause compel another canoe to give room or to tack under Sec. 13, Rule XXII, or shall herself fail to tack or to bear away, as required in that section, or shall in any other way infringe, fail to comply with any of these rules or attempt to win a race by other means than fair sailing and superior speed and skill, shall be disqualified.

(3) The Regatta Committee shall, without protest, disqualify any canoe which to their knowledge has committed a breach of these rules.

(4) Should the owner of any canoe, duly entered for a race, consider that he has a fair ground of complaint against another he must give notice of the same before leaving his boat on the finish of the race, to the Regatta Committee, and must present the same in writing within an hour.

(5) The Regatta Committee shall, after hearing such evidence as they may deem necessary, decide the protest.

(6) An appeal from the decision of the Regatta Committee may be made to the Racing Board for immediate action, and their decision shall be final.

(7) No member of the Committee or Racing Board shall take part in the decision of any question in which he is directly interested.

RULE XXVII.

A canoe must carry all ballast and equipment throughout a race with which she starts.

A canoe shall not be propelled by rocking or fanning.

RULE XXVIII.

Tilting Tournament.—In the Tilting Tournament, when more than two crews are entered, they shall be paired off in heats by drawing lots. The contestants must use open canoes. In selecting canoes for the contest the Regatta Committee must select the two most unstable boats obtainable within the A. C. A. classifications, and place the spearsman as far forward as possible, the object being to make it a test of skill in spearing and balancing rather than one of strength; the tilting poles to be not less than 7 nor more than 9 feet in length. The Regatta Committee shall furnish tilting poles. The canoes to pass each other to starboard in engaging. Spearsman to stand when within sparring distance. Only the padded end of the pole to be used, and this for pushing or thrusting only. If a canoe is pushed or pulled with the spear it will be counted a foul; voluntary, or forced squatting, kneeling, sitting down or taking hold of opponent's spear will be called a foul. A crew getting eight fouls called by the judges forfeits its heat.

RULE XXIX.

Amendments.—These rules may be amended by a vote of a majority of the Racing Board of the Association, notice of such change having been given in the official organs at least two weeks before the vote of the Racing Board is taken thereon.

RULE XXX.

Vacancies.—In cases of temporary vacancies in the Regatta Committee the other members shall appoint substitutes.

HINTS FOR THE BEGINNER

At the very start of his canoeing career, or even before it really begins, the amateur should make friends with some canoeist known to be an expert in the sport and frankly seek advice. There is a comradeship about outdoor life which fully warrants this sort of thing and there need be no expectation of rebuff; on the contrary, the most delightful friendships often form this way and the beginner is started right while the expert is complimented by the selection of himself as a teacher. Canoeing, more than almost any other sport, permits the beginner to naturally drift into bad habits in handling canoe or paddle or sail which it is most difficult to break.

In some of the best canoeing centers there will occasionally be seen men who have evidently been canoeing for many years, yet whose work instantly stamps them as the victims of bad habits. The Charles River, near Boston, is one of the most conspicuous examples of this, as might naturally be expected where nearly ten thousand canoeists congregate, many of them simply picking up the knack of making a canoe glide over the water without any technical instruction. To the lover of correct methods and good form in any sport some of these canoeists, notwithstanding the beauty of their canoes and the excellence of equipment, but really because of those material advantages, are the most distressing sight in their persistent and conspicuous violations of the fundamental principles of the handling of a paddle.

But before taking up the management of the paddle a word should be said concerning some of the right methods of caring for and handling a canoe itself. Upon the observance of these points will depend the life and strength of the canoe and perhaps the safety of its occupants. Many of them are the result of years of experience on the part of the canoeists whose

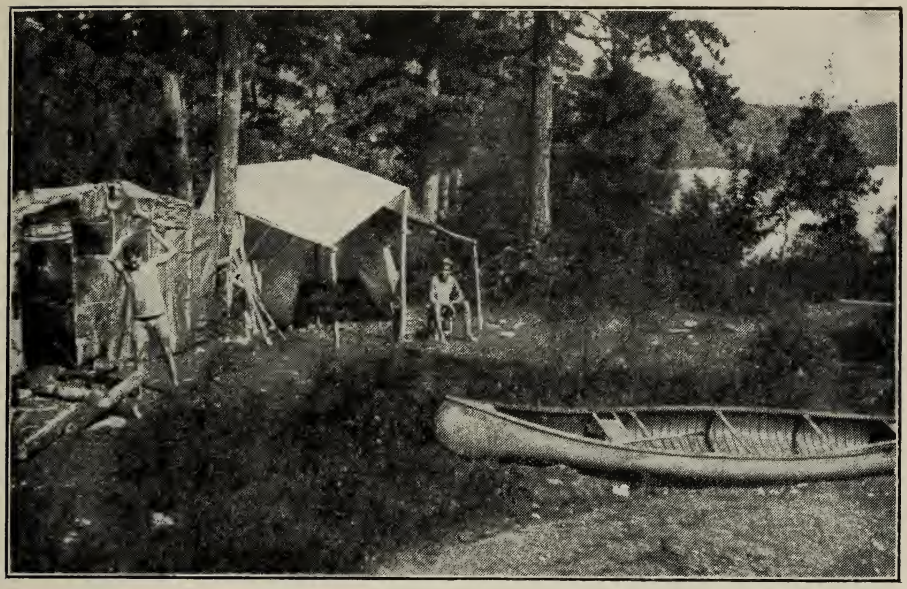
actions are commended or years of practice on the part of the writer after studying the best canoe men of two continents. In almost every important respect the Indian will be found the best of all models for the ambitious canoeist to study. His use of the craft is not merely that of a sportsman, caring little for the canoe after it has served the ends of one interesting trip; he may and generally does depend upon it to serve many years of usefulness and business, in all sorts of circumstances.

The Indian, for instance, never approaches a shore or landing "bow on." He knows that to put one end of a frail canoe on a shore, or log or rock, and then add his weight to the load in the center, is almost invariably likely to "hog" the canoe or "break its back." He approaches the shore sidewise, so that both occupants may step out together; in fact he regards a wet foot as much less important than a weakened canoe. His white brother may well take lesson from him. Incidentally, landing the contents of the canoe from the side is much easier than dragging them over bow or stern.

When an all-wood canoe is left for any length of time, the best Canadian practice is to put it in the shade or cover it over with an old cloth or even boughs to keep the sun from drying it out too much. A canvas covered canoe on the other hand is best left, bottom side up, where wind can at least get under it; the very construction implies dryness all the time. But sun of course is likely to blister and peel the enamel or paint. Two logs are the best resting places for a canoe, and always it should be left bottom up.

Canoes intended to be drawn after a launch should have a brass ring set in the stem or front bang-iron seven or eight inches below the top; if drawn from a ring on deck they are likely to turn over or plunge into the wave created by the boat drawing them. When there is ice in the water it is a good plan to cover the bow of the canoe back several feet under the stem with an old piece of canvas held securely in place by cords or rope.

The method of carrying a canoe of ordinary size and weight is to first attach the paddles to the two middle thwarts, then



Adirondack boys' camp.

The author's patched canoe after running the strenuous Kennebec River, Maine.

1—A Harriet Canoe Club War Canoe Team. 2—Girls' War Canoe Team of the Athletic and Boat Club, Minneapolis.
3—Tri-Lake Club winning War Canoe race.

CANOEING SCENES IN THE VICINITY OF MINNEAPOLIS.

stand alongside the center of the canoe facing the stern, grasp the further side with the right hand and the near side with the left, swing the canoe quickly up and over the head and it is clear that the canoeman will be facing the bow with the canoe over his head. An eighty pound canoe can be carried by any ordinarily strong man with remarkable ease after he gets the knack.

Sometimes it will be found that the balance of the canoe is better by carrying it stern first or the positions of the thwarts may render that method advisable. Very rarely will it be found that any canoe weighing under a hundred pounds can be carried easier by two men than one man can do it; although the amateur will not be disposed to accept this statement without experiment. And it is always easier to carry the canoe inverted over head than under arms or held alongside, bottom down.

In carrying a canoe any distance it is well to utilize every reasonable advantage of ground or rocks or stumps for resting the canoe without actually turning it over; there are few amateurs who will enjoy the sport of actually running two or three mile carries with a canoe on their shoulders, as the half-breed guides of Canada like to do.

There are various yokes and carrying devices which have some measure of popularity in this country, but they are hardly worth carrying any distance. A sweater thrown over the shoulders, or several shirts, is the best shoulder protection. A pneumatic collar, however, serves several uses, including seat, pillow and shoulder protection and may be worth carrying. If one prefers, the flat end of the paddles may be fastened forward and rest on the shoulders but the writer prefers the round ends.

HOW TO PADDLE A CANOE

Paddling a canoe is one of the hardest things to describe in the world of outdoor sport, but a careful analysis of its principles ought to be attempted in the simplest phrases possible, for the benefit of the ambitious beginner. We will select the single blade paddle, used from the stern of an open, cruising canoe, as being the most popular form of the sport and as being the first thing the canoeist ought to learn.

The fundamental principle of this method of paddling, as practised by the best long distance canoemen of the continent, not racing style, but simply for easy, telling propulsion under normal conditions, is to make the lower arm merely a swinging fulcrum. The upper arm, to the push of which is added at least a part of the weight of the whole upper body, forms the powerful leverage. Among many of the best canoemen of Maine and Canada the round portion of the handle, just above the place where it is grasped by the lower hand, is allowed to rest upon and slightly press against the upper muscles of the leg at the thigh, thus really forming a firm fulcrum. Among others, notably the Montaignais Indians, and some of the best paddlers among the Hudson Bay Company's crews, allow the paddle to rest firmly against the gunwale of the canoe and use that as fulcrum. It will be seen that the lower arm is *not* used for serious muscular work. But in the great majority of paddling seen on pleasure resort waters the lower arm is reached far forward, the paddle inserted in the water at an angle which brings the upper end or handle close to the face of the paddler, the paddle projecting off on an angle only limited by the reach of the lower arm. Nothing could be more incorrect, more exhausting, more ungraceful, or less efficient. The very principle of paddling, which is that of exerting leverage on the water, is violated, and the paddler frantically tries to draw the water

toward him by the wasteful expenditure of the strength of the lower arm.

In the best paddling the lower hand will not swing much over a foot forward and aft, all the motion being by the arm which is grasping the upper end of the paddle. This arrangement rests the lower arm and hand and, when the paddle is changed to the other side of the canoe, for rest or the cultivation of ambidexterity, that arm and hand which has been hanging as a mere swinging fulcrum comes up to the upper end of the paddle fresh and vigorous. No man who paddles violating this fundamental principle of the art can ever hope to stay with the wonderful canoemen of the north, who will paddle fifty miles a day, race the last five miles of it and finish fresh.

There is a saying among the canoemen of the north which reveals a great deal to the student of good paddling. "He leans on his paddle," they say of their best canoemen. In other words he actually swings the weight of his body, from the waist up, against the upper end of his paddle. Here is a conservation of energy, a multiplying of power, which costs nothing more than a bit of thought and which will actually add foot-tons in the day's total of energy applied.

So much for the leverage and the right method of its application. Now for steering. It is of course clear that a paddle must be manipulated somehow if in paddling on one side of a canoe the craft is to be kept on a straight course. There is only one right way to do this, but the wrong way is persistently illustrated almost everywhere that canoeing is in vogue and even among some otherwise excellent canoemen. The right way consists of making a slight turn of the wrist of the arm which is uppermost, and that slight turn must invariably be as if the upper end of the paddle were being turned, like a screwdriver, *inwardly, toward the bow* of the canoe, no matter on which side of the canoe the paddle is being used. Here is where a very great number of canoeists make the bad error of turning the paddle the wrong way; that is, at the end of the stroke they hold the wrist rigid and simply draw back with the arm which is

uppermost, thus bringing the canoe back to a straight course. The wrong way is easier than the right way, in canoeing as well as in morals, and it requires some sharp attention and care not to drift into the incorrect finish of the paddling stroke.

In racing, the position is generally that of kneeling on one knee on the side where the paddle is to be used. There is fair excuse for the reaching forward with the lower hand and arm in this racing position which has been condemned for regular cruising work, but even at that, it is a question if the correct cruising position and stroke would not bring a man in first at any distance over five miles. The writer is not aware that any competitive trial of these positions has ever been made. It would be an interesting and novel contest for some future meet of canoeists.

There is a so-called sculling stroke, or silent stroke, which is most important for the hunter, either he who wields weapon of steel or he who wields the harmless and perhaps more interesting camera. For photographing wild game at night with the flashlight, now generally regarded as the highest type of sport to be found in the wild places, the silent stroke is absolutely essential. It is possible only to the skilled expert, and consists of making the return or retrieve through the water and not through the air. For its best execution a short paddle, reasonably narrow, is required, which is turned flat with the direction of the canoe at the end of the stroke and sent back through the water. For this work one must lean well over the water and the leverage is applied both by the arm which has hold of the upper end of the paddle and the lower arm. This is the only paddling position in which the lower hand and wrist is employed to turn the paddle or to assist in its turning.

The simplest of all paddling strokes is that where the double blade is used. This paddle consists of two single blades jointed in the middle and the paddler or paddlers sit in the center of the canoe, practically on the bottom, and do not atempt to turn the canoe back to a straight course at the end of each stroke as is necessarily done with the single blade continuously used on one side of the canoe.

The double blade is the preferred one-man canoe equipment and is the type of paddle which was used by the famous pioneer of canoeing as a sport, MacGregor of the "Rob Roy," and some of his almost equally famous successors. In some respects it has advantages over the single blade used in the stern because quicker turns can be made in bad water or rapids and there is always a blade handy to stick out one side or the other to make a stroke with or fend off impending danger. But it is not as well adapted to cruising canoes since the paddler sits in the middle occupying the best stowage of the craft and the stroke cannot be maintained as long. Nor does it offer such change of muscles as the single blade, which can be transferred from one side to the other occasionally, thus bringing new and rested muscles into use.

The racing stroke is generally done from a half-standing position, one foot being extended in front and resting on the bottom of the canoe and the other bent at the knee, there carrying the weight of the paddler. In singles or team or club races this is the best position for distance and fast work.

LEARN TO SWIM—CANOE STUNTS—TAKE A CAMERA—GENERAL HINTS

One of the most interesting and illuminating items in the constitution of the American Canoe Association is the provision that membership in the organization is based upon the ability of the applicant to swim. No other qualifications regarding ability on the water, either in the paddling or sailing of a canoe, nor knowledge of woodcraft are mentioned. The good sense of the provision regarding swimming ought to be apparent to every lover of the great outdoors, whether he does any canoeing or not. If every American boy and every American girl were taught to swim in our public schools, as they are in (benighted?) Japan, we should hear less concerning the canoe as a quick method of suicide.

The danger of the small boat, whether it be canoe or skiff or catboat or yacht of any kind, is not in the craft but in the liberties which are taken with it by the inexperienced and the novice, who dare its management without fair training or proper knowledge. Let every boy and every girl learn how to swim, whether interested in canoeing or not, and the number of fatalities will be greatly lessened. As it is, the canoe is proportionately far less dangerous than it is supposed to be, as any life or accident insurance actuary will testify. There are proportionately more accidents and fatalities to persons quietly walking along city streets than there are to the users of the "deadly" canoe.

The canoeist should early learn at least a few of the so-called tricks of the expert canoe handler, not merely for their entertainment but because they teach confidence and balance and make for readiness and safety. Some of them may come extremely handy when an upset occurs.

Learn to get into the canoe from the water. Bathing suit or street clothes may be worn for this trick and it will sometimes occur that the canoeist is in full cruising costume when he will need to know how to do this little turn, so let him practice first with bathing togs on and then with the street clothes. Every swimmer ought to learn how to take off his clothes in the water and the canoeist may need the same knowledge some day.

The Canadians are masters of this trick. In many of their water sport entertainments they have an event of this sort. It is best done with a canoe of wide beam and shallow depth but can be done with practically any canoe after some practice. The birch bark canoe of Canada lends itself especially well to this sort of thing and it is with that type of craft that the best exhibitions of the sport are generally given. The upset is intentional, then the swimmer faces the side of the canoe, makes a sharp swimming stroke and pushes the canoe from him as strongly as possible. This ships water over the edge of the craft toward him and serves to partly empty it. Repeated efforts of this kind practically clear the canoe of water and then the swimmer gets in either from the side or from bow or stern. The side method is easiest and consists of reaching one arm over the craft to the far gunwale and climbing carefully in while the weight is rested partly on both gunwales. It is easier than it appears. There are peculiar idiosyncrasies of individual canoes which makes entrance from side or stern the easier.

Then learn to paddle standing on the gunwales of the canoe. The writer knows no trick which more quickly demonstrates to the crowd that the canoe is what the canoeist makes it, than this trick. It is great sport to make up gunwale races, or races where the paddler sits in the extreme bow, facing forward, or over the stern with feet crossed. All these things are good practise and show the real stability of canoes in the hands of expert or careful users.

And do not fail to carry a camera of some kind everywhere the canoe goes. There are no more interesting or delightful pictures in all the world of outdoor sport than which are associated with the canoe, whether it be in crowded city park or

suburban river or among the real wilds of the far north. The canoeist is generally where good pictures are possible and likely; he is in the open, water reflects light and softens shadows and the combination of woods and waters needs not even Ruskin's enthusiastic description as the finest thing in nature. The occasional bits of athletic or acrobatic sailing, the "stunts" of the canoe meet and the cruise, from the gunwale races to running rapids standing on one's head—which has been done—or the mirth-provoking tilting contest, will furnish worth-while employment of photographic skill and the best equipment.

The postal card camera or kodak, 3¼x5½ inches, either of the box type, which is always ready, or the folding style, is an admirable size for pictorial effects. The 3¼x4¼ is excellent for making lantern slides with which to regale the friends or club mates during the winter.

And finally treat your canoe, whether it be open cruiser, decked paddler, or racing sailer, like the thing of life and beauty that it is. Be its chivalrous champion and friend, its respectful custodian and happy companion; for a canoe, like a woman, has moods and whims and responds to kindly attentions and deferential treatment as if it were imbued with all the attributes of charming, mysterious femininity. Thus shall you get the greatest amount of pleasure out of your chosen sport and compliment your own best instincts.

SAILING CANOES

By C. Bowyer Vaux

The sail plays the principal part when canoe cruising is done on open water. A sailing canoe is much more complicated than a paddler. It must have a rudder, a centerboard or keel, besides one or more suits of two sails. The canoeman used to sit on the bottom for sailing, but the deck position has so many advantages that it is now universally taken. Canoes are sailed exactly in the same way as a larger boat, and the canoe racing rules are almost exactly the same as those for the yacht racing. The paddle is always carried when sailing, to use in case the wind fails.

There is not a prettier thing in the world than a canoe under sail. It is a little butterfly on the water. If you want to see a pretty sight, go to one of the American Canoe Association's annual meets and watch a canoe sailing race, where twenty or more of these little fellows cross a line and sail over a triangular course in sight all the time. Every style of canoe, sail, and rig may be seen along the shore and on the water during the two weeks of the meet, and more can be learned in a half day's study of them than in a year of reading.

The racing men some years ago adopted what is known as the sliding deck seat, which extends over the side of the canoe and on which the captain sits when sailing. It can be shifted from one side to the other when the canoe tacks and is much more comfortable to sit on than the deck, and dryer when sailing in rough water. Considerable skill is required to keep a canoe right side up when sailing, as the harder the wind blows the further out of the canoe must the skipper get to hold it up. Cruisers now use a deck seat, as it adds so much to one's comfort when sailing.

The regular sailing-racing canoes are now decked over entirely, with the exception of a small hole, called a cockpit, for the feet. This cockpit is boarded in on all sides, so that whatever water gets into it cannot get into the hold of the canoe. An upset in such a canoe does not matter in the least. The skipper climbs

out on the windward side and by his weight lifts the sails out of the water and thus rights the canoe. As no water has been able to get into the canoe except the gallon or two in the cockpit, the skipper sails on again as though nothing had happened. No canoeman minds getting his feet wet when sailing.

The cockpit in an ordinary cruising canoe should be at least six feet clear between the bulkheads if the captain expects to sleep in it at any time. The deck opening need not be over five feet long and at least half of this can be covered with removable hatches.

THE SAILING CANOE.

The paddling canoe is simple—boat, seat and paddling being the essentials. The sailing canoe has, in addition to these, spars, sails, rigging, centerboard or keel, rudder or steering gear (perhaps ballast), and a sliding seat.

The canoe is so small and light a boat that it is necessary the sailor should keep in the middle to trim ship. Thus, it has come about, in order to get an effective rig, that the sail area is divided into two sails, one in front, and the other behind him. A rudder is necessary to control the movement of the canoe at all times.

A boat must have considerable lateral resistance, as it is called, to sail in any direction relative to the course of the wind except straight before it. If a sail is put up in a shallow paddling canoe, and the boat is headed at right angles to the direction of the wind, for instance, it will be found to drift sideways almost as fast as it goes ahead—it makes "leeway," according to the sailor's vernacular. The addition of a straight, deep keel will prevent this and make it possible for the canoe to sail to windward; that is, by a series of tacks—sailing diagonally to the course of the wind—actually to make progress against the wind. There are many disadvantages to the use of a keel. It makes the boat draw more water and, consequently, it cannot be navigated in shallows. The long, straight keel prevents quick turning, and it adds materially to the weight. A hoisting centerboard serves the same purpose and does away with these disadvantages.

The first sailing canoes had only one small sail forward, about an inch of keel along the bottom, and were steered with the pad-

dle, the skipper sitting at the bottom in exactly the same position as when paddling. Gradually the keel was deepened, the sail area increased, a second sail added, and the captain changed his seat to the deck, so that his weight would be more effectively exerted against the sail pressure. Then the rudder became a necessity.

The idea of making the canoe a general all-around sailing, paddling, cruising and camping boat was alone recognized for many years, and all improvements in rig were in this line. Therefore, when the centerboard was introduced, it was placed well forward so as not to cramp the open cockpit space which the skipper occupied.

The rig necessary with such a disposition of centerboard, in order to preserve the balance, was a large sail forward and a small sail aft. Some canoes were built with two centerboards, a very small one aft, so that more sail could be carried on the mizzenmast. The modern sailing canoe is the direct result of racing. The canoes that entered the races at the annual American Canoe Association meets, previous to 1888, were all fairly good cruising canoes. Since then, the purely racing machine has come to the front, and the general utility canoe relegated to the rear.

Long practice and great skill are required to win a sailing race; but anyone who knows even a little about sailing, can very soon learn to manage a moderately rigged cruising canoe and derive great pleasure from the sport. Racing at present is too expensive in time and money for many men to indulge in it.

A few years ago the canoemen were obliged to make their own sails, do their own rigging, and even design and superintentend the building of their canoes. The expert racers do this to-day. Now, the best builders supply all the modern improvements, and a fully equipped sailing canoe can be purchased ready for the buyer to put in the water, get in himself and sail away.

THE CENTERBOARD.

This is a brass plate working in a trunk, hoisted and lowered by a rod or line. The nearer it is placed to the center of the canoe the better from a purely sailing point of view. It can be so

placed without inconveniencing the canoeman, if he gives up all idea of sleeping in his boat. This was thought to be a necessary qualification of any canoe formerly, and very pretty and convenient tents were made to put up at night over the cockpit as a shelter, the canoe, of course, being drawn up on the shore.

There are two makes of folding boards, fan-shaped, in limited use to-day, which, when hoisted, occupy a small, watertight box in the keel of the canoe and leave the cockpit clear for sleeping room. They are somewhat prone to get out of order and check the speed considerably when lowered, and are, consequently, not popular. If a small and compact shore tent is carried in the hold of the canoe, all camping requirements are provided without in any way lessening the speed and handiness of the canoe.

The centerboard is dropped when sailing on all points of the wind, except just before it, and may be left down then as ballast without any appreciable loss of speed. It is hauled up when paddling, cruising in shallow water, and when the canoe is housed or drawn up on shore. It can even be lifted out of the trunk and clear of the canoe to lessen the weight to be carried, if so desired.

THE RUDDER.

The drop rudder is now almost universally used. It is of brass, and the plate that is in the water can be raised when it is down by means of a line leading to the cockpit; when up it drops of its own weight, if the line is released. The drop rudder, when down, reaches far below the keel, and rarely if ever jumps out of the water when the stern goes up in the air as the canoe rides over a high wave. It is thus always partly in the water at least, and will steer the canoe at any time. It is raised up just as the centerboard is when the canoe is run into shallow water or on shore.

Lines run from the rudder crosshead to a tiller within easy reach of the canoeman's hand. This tiller is a movable stick pivoted on the deck, which can be reached from either side of the canoe on which the skipper happens to be sitting. If a sliding deck seat is used, on which the sailor sits well out over the side of the canoe, the tiller is made to slide also, so as always to be within reach.

The sliding seat is a racing device, as is also the athwart ship tiller, but both have been found so comfortable for cruising purposes that they are now generally used on all sailing canoes, but not, of course, made to the extreme racing sizes. It requires strength and skill to go to such extremes, as the slightest letup in the force of the wind, without a quick shift of position, would upset the canoe to windward.

SAILS.

There is probably no form, shape, cut or make of sail that has not at some time been tried on a canoe. The sails and rig must be very simple, as one man has to handle them and at the same time balance and manage the canoe. The lateen is a simple sail, and for this reason was very popular and largely used a few years ago. The sail is triangular, with sticks (spars) on two sides, linked together at the angle—boom and yard. A short mast with a pin in the top completes the spars. A ring is lashed to the yard which fits over the pin in the mast, and a jaw on the boom, which fits the mast and holds the boom in place. A line attached near the end of the boom, called the sheet, completes the outfit. The canoeman trims the sail with the sheet and the sail is bodily lifted off the mast when it is to be taken down. When two sails are used, the sheet of the mizzen (which is behind the skipper) leads to a block or ring on deck at the stern, and from it to a cleat within easy reach of the skipper's hand amidship.

The standing sail is better than the lateen in several ways, and even simpler. It has only mast, boom and sheet. The cloth of the sail is sewed or laced to the spars. The boom can be folded up against the mast, and the sail wrapped around it. It can be set or furled by simply unrolling it and standing the mast up in the mast tube in the canoe, or lifting it out and rolling it up. The size of the sail can be greatly increased without lengthening either mast or boom, by the use of battens slipped in pockets made in the sail.

Racing canoes have many standing sails of different sizes, suitable for light, moderate or heavy weather, and the suit best suited

to the day is used in a race, the others, of course, being left on the shore. The large light weather rigs spread nearly two hundred square feet of sail, and the heavy weather rig is rarely under seventy-five feet. The latter area is ample for a cruising canoe, and it will often occur on a cruise that fifteen or twenty square feet will be found quite sufficient for speed and comfort.

There are those who prefer a hoisting and lowering rig to either lateen or standing sails and use it for both cruising and racing. There is much to be said in favor of the standing sail, especially on account of its simplicity, but for those who are not afraid of a little trouble, the hoisting rig is much more satisfactory. It can be hoisted, lowered and reefed by the skipper while afloat, and consequently is far better for cruising or long-distance sailing than the standing sail. Small blocks, strong line and neat fittings can now be purchased, and several sail-makers cut and sew very fine sails for canoes. A hoisting sail is "yachty" and far more scientific than any other, but it needs a "sailor man" to make and handle it well.

Battens in canoe sails have been used for many years, and the yachts have lately borrowed this idea for keeping parts of their sail areas perfectly flat.

There have been innumerable reefing gears invented and used on hoisting sails by which they can be quickly and simply reefed by the captain without moving from his seat. Canoemen rarely, if ever, reef in races now; the races are not long enough in point of time to make it necessary (as violent changes of wind rarely occur), but for cruising or pleasure sailing for all day a reefable sail is absolutely necessary.

Canoe sailors often take to larger boats, and of late years their ideas in models, rigs, sails and fittings have materially affected small yachts and skiffs to greatly improve them.

The St. Lawrence skiff is nothing more nor less than a large canoe, and would be called a canoe if it was not propelled by oars so frequently. A sailing skiff is a canoe in every sense of the word, and the racing skiffs on the St. Lawrence have adopted all the canoeing devices (except the sliding seat)—plate, centerboard, drop-rudder, two batten sails, watertight bulkheads—and

they are sailed in exactly the same way except that from four to six men compose the crew instead of one man. The crew all sit to windward when tacking, and lean far out during the heavy puffs.

The single-hand cruisers, so called, are also often owned, designed and rigged by ex-canoemen. The best type of such boats thus far produced are solely the work of canoemen.

A larger boat than a canoe is demanded by those who want companionship when sailing, and by those also who live near and enjoy the sport on large bodies of water, where the waves are at times too heavy for comfort in so small a craft as a sixteen-footer, only thirty inches wide. Be it in canoe, skiff or single-hander, if you are fond of the water and need recreation, "get afloat," and "learn to swim." Perhaps the order should be reversed.

THE JOYS OF CANOEING

By David M. Hooks

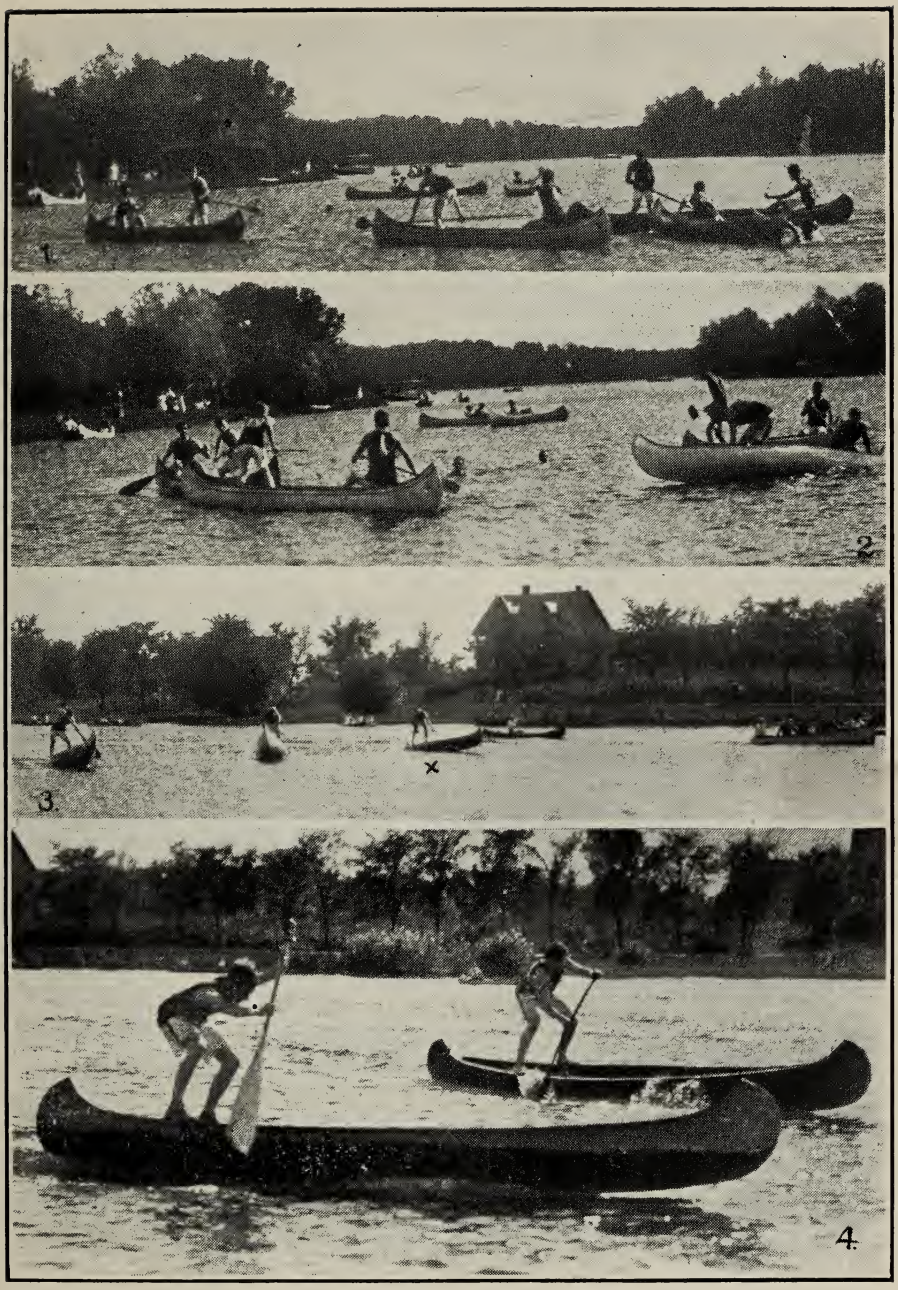
Director Camp Wowaste, Instructor Physical Training De Witt Clinton High School, New York.

The contentment of a quiet paddle over the glassy surface of the lake at twilight, the thrill of shooting rapids or jumping small water falls on the winding river, the joy of struggle and the exhilarations of the conqueror in riding the swell and white caps of the great ocean are by no means the only advantages afforded by the graceful canoe. There are also the physical advantages. As a physical exercise, canoeing is invaluable in developing the long elastic muscular fiber so essential to beauty of the body, grace and agility, strength and endurance. And the fine part of this muscular development is that it is acquired without conscious effort.

If one would really get in touch with Nature, let him take such a trip as Robert Louis Stevenson* in his incessant search for health took through Belgium and Northern France. Let him travel for days down some meandering stream, now drinking in the glories of primeval Nature, now viewing the quaint or inornate handiwork of man scattered at intervals along the winding bank. Let him paddle through long almost currentless stretches, let him scurry down rapids, work his way through almost inaccessable places or carry his canoe around impassible obstacles. Then, and only then, will one really know and appreciate the joys of the canoe.

Canoe sailing is great sport. Any canoe can easily be equipped for sailing. Single sails, double sails of the triangular or leg-o'-mutton type are used. Lee boards are necessary and may be easily made. Two bamboo poles are used for the mast and boom respectively. The lee boards are made out of shelving, so that they fit snug about the middle of canoe and require no fastening. With this rig the canoe traveled fast and we were able to sail anywhere we wished.

* Stevenson's Inland Voyage.



1 and 2—Sea fight. 3—One end of standing race; cross shows winner. 4—Standing race.

A TRI-LAKE CANOE CLUB REGATTA, LAKE OF THE ISLES, MINNEAPOLIS, MINN.

A decisive moment in a tilting contest.

CONCERNING THE COOK ON THE CANOE CRUISE

By W. L. Wise

Bordentown, N. J., Manager of Camp Minne-Wawa, Algonquin National Park, Ontario, Canada.

Whether we admit it or not, man's happiness is dependent, to a great extent, on his stomach. He does not have lofty flights of exultation when he has been without food a couple of days, nor does he rejoice immoderately if what he has eaten does not digest well.

One expects to give up many things on going to the woods, but it is not necessary to be ill-fed. All camp cooking need not be accomplished in a frypan and pails; biscuit and pies are by no means among the unattainable luxuries; the folding baker is easily carried, easily used, and adds immeasurably to the possibilities of the diet. It is made of tin or aluminum, and in different sizes, to fit differing pocketbooks, and various sized parties. Packed with the blanket tump, it adds little to the load, and it should be included in the outfit if the trip is of more than two days' duration.

It is surprising to the uninitiated what good work the baker will turn out. In setting it up the operator places it in front of a fire, back of which a large log or stones will reflect the heat into it. A little ingenuity will easily contrive a fireplace almost anywhere; if there is a heap of stones near the camp site, a little shifting of a few of them will produce a first class one. With a good fire, not a big one, but a small one made of good sound wood, biscuit may be baked in from fifteen to twenty minutes, that will compare very favorably with the home product.

With a little experimenting the novice can turn out creditable work, provided he does not try too many recipes at first. Go slowly at the start and get confidence.

Life in the open should, above all, cultivate a spirit of regard for the other fellow's rights, and a part of that fellow's rights is that you leave the woods in as good shape as you found them. Do not leave behind unsightly refuse matter; tidy up the place before leaving. If you cannot sympathize with these sentiments, better stick to the town. But the life of the canoe cruiser, worked in a fair and square way, offers one of the most attractive and beneficial vacations one can spend, and if he can handle the cook's job, he can give himself and his friends added pleasure.

PART II

BOYS' AND GIRLS' CAMPS

CAMPING FOR BOYS AND GIRLS

By George T. Hepbron

Camping needs no word of praise or commendation from anyone, as the value of this form of spending a summer has long since established itself favorably in the minds of intelligent parents as the very best way for real girls and boys, with red blood in their veins, to spend a profitable vacation under the most favorable circumstances from every standpoint—health, character, recreation.

The director and his councilors are responsible for the "atmosphere" of the camp; and, as their personal character is reflected in the actions of the boys, it is mighty important that they be the right kind of men or women.

Hero worship is a strong factor in the makeup of girls and boys of the camping age, and this makes it all the more important that the councilors or leaders, as they are sometimes called, should be men or women of true and tried character, refinement and enthusiasm, with a knowledge of boys and girls, and of that indescribable temperament which at the same time makes them congenial companions as well as wise leaders.

Councilors are selected very carefully by the directors of all camps of which I am acquainted, most of them being college trained and of exceptionally high character.

Boys and girls for these camps are selected with the same care by the directors as they exercise in engaging councilors.

Only girls and boys who are willing, voluntarily, to conform to the few fundamental rules are considered, and a misunderstanding of the purpose of any camp and a failure to conform to conduct that respects the best interests of the camp and the rights of others usually results in the camp losing the presence of this boy or girl, so they may be free to go elsewhere for the remainder of the season.

This does not often occur, as the intuition and long experi-

ence of the directors in selecting members for his or her camp has made them good students of human nature.

One interview with the applicant and the parents usually is sufficient to make a right decision.

Boys and girls going to camp expect to have a good time under normal conditions, and, believe me, they have it to their fill; and all winter, before some of them have even decided to attend a camp, the director is planning for their sports, trips, entertainment and education along lines that will meet with the full approval of every boy and girl who have the right stuff in them.

Parents, especially mothers, are often loathe to part with their girl or boy for so long a period, "so far away from home," in an environment totally different from the home life. This is perfectly natural, but in a well-conducted camp the director has anticipated this condition, and in conjunction with his councilors has planned to dispel this anxiety by being temporary fathers and mothers to the girls or boys in a way—pardon the statement—that makes for a larger degree of manliness or womanliness than if they were home.

This seems like an extravagant statement, but the parents who have had a girl or boy at camp, I am positive, will attest to the truth of this statement.

The day's order is planned for the week, so that everyone in camp has something to do which is enjoyable and beneficial. Groups are selected and with a councilor go off to indulge in the activities planned for that day.

During the period at camp the following takes place under supervision conducted in such a wise manner that it is not recognized by the girl or boy—in fact, co-operation is a better word. In a well-conducted camp all activities, whether mental or physical, are so planned as to produce, along the line of least resistance, the following: *Character, manliness,* in boys' camps; *womanliness* in girls' camps; *right relations to others; love for nature and animals; respect for authority; promptness,* etc.

HOW A CAMP IS CONDUCTED

By George T. Hepbron

It has been suggested that a chapter outlining the best methods for organizing and conducting the now popular camps for boys and girls, which have come to be a feature of the summer life of this continent, might well be included in this book. The author has had the advantage of considerable experience in summer camps of all kinds and has visited many camps for boys and girls in the course of his own wide travels in vacation territory and is glad to record here some suggestions as to the best methods of starting and maintaining these healthful and interesting establishments.

The first essential in a successful summer camp, for either boys or girls, is a leader or camp director who shall have magnetic personality, high character, genuine love for young folks and real fondness for nature. It is not enough that there shall be expensive or elaborate equipment, for these things are secondary to that stimulating and beneficial influence which comes from daily, personal association with leaders of fine ideals and rounded character. Given the right leader or organizer, there is almost absolute certainty that the camp will be a success. The argument for the summer camp for boys and girls is so strong and is now so widely recognized that the thoughtful fathers and mothers of the country are almost unanimously agreed that the youngsters thrive better and have better times in such summer environment than could possibly come to them in the artificial life of the average summer resort.

It is a fact that the standard of the average summer camp for either boys or girls is remarkably high. As a rule the organizers of these enterprises have early learned that parents will not entrust their young children in the charge of any claimant not fully recommended by persons of high standing in the com-

munity. The bulk of the summer camps are in charge of college graduates who have followed educational pursuits.

These organizers have in turn drawn around them helpers who are, like themselves, college trained, and it is almost unnecessary to add that few would take positions in these summer camps as helpers or assistants, with the round of temper-testing experiences which must invariably accompany such a summer vacation, unless they possessed genuine interest in young boys or girls. That interest almost guarantees fitness for the work. The average woodsman or guide, often a necessary part of the camp equipment, as doer of the really hard tasks or guide in the more elaborate woods' trips, may safely be counted upon as fit companion of young people. There is a cleanness and spiritual element in the life of the real woodsman which makes him almost invariably a suitable and inspiring comrade for young folks in the woods.

The location of the summer camp for boys or girls is most important. It should be healthful, close to good supply of pure drinking water, near some lake or river where water sports may be enjoyed and in such forest environment as affords opportunity for the youngsters to learn some of the habits of the wild creatures and some of the endless lore of the woods. There should be abundance of firewood handy, for no single influence of the summer camp will so immediately appeal to the young people or offer such remarkable opportunity for potent influence upon their susceptible lives, as the rendezvous about the camp fire. There should be selected, if possible, a location facing the west rather than any other point of the compass, for the sunset pictures across the waters of the placid lake will be found the choicest benediction of nature to the young lives into which it enters. There should be good bathing facilities, with a safe, shelving beach for the beginners at swimming and, if possible, deep water for those who are or become expert. There should be safe and well arranged landing for canoes or other water craft.

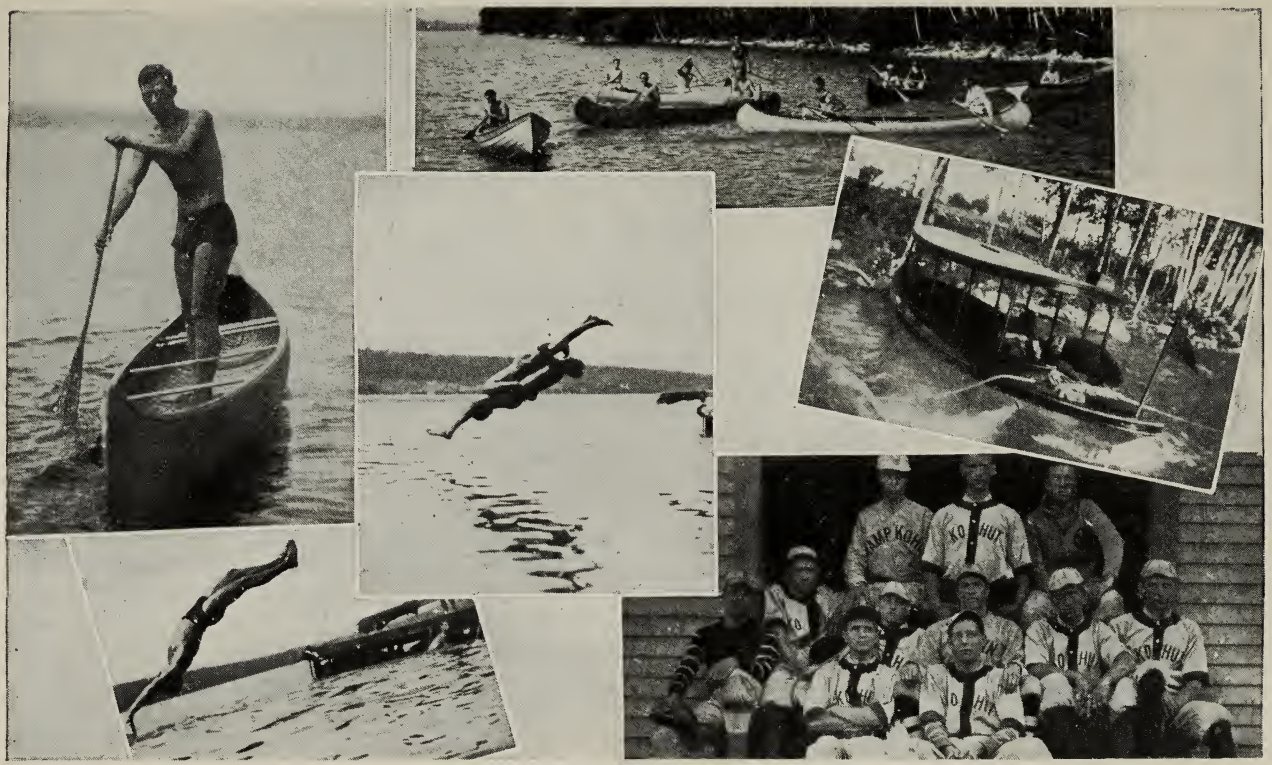
Owing to the natural solicitude of many parents concerning

their children when separated for long periods there should be some easy and quick means of communication with the outside world. The writer knew of one anxious mother, whose little boy was in a camp in Maine, who suddenly became obsessed with a fear that something had happened to the youngster. No quick means of communication being at hand, she made the long, hard trip into the woods—to find her boy the picture of sunburned health.

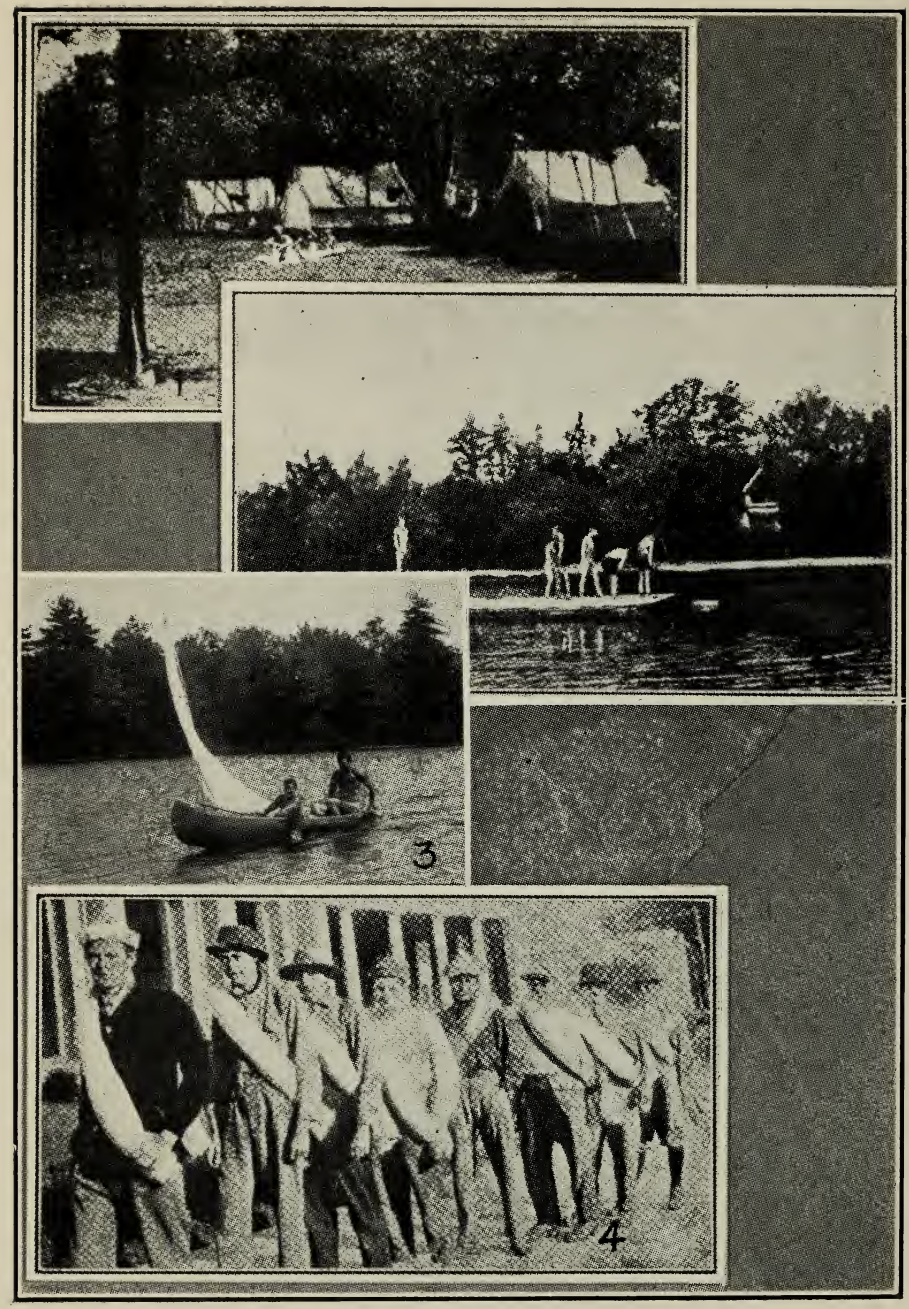
The physical equipment of the summer camp for either boys or girls need not be elaborate but it should be ample and suitable. There is no reason for carrying into the woods all the burdensome details of effete civilization. The youngsters will feel more thoroughly in touch with the spirit of nature if there is just a little spice of "roughing it"; which need imply no breaking down of the refinements of civilized life nor weakening of the standards of the best homes. Many of the best men of the country take real delight in donning flannel shirts and eating flapjacks around an open fire, whenever and for as long as their business affairs permit; their children have this inherent desire to get away from the conventional and the habitual even more strongly than have their parents.

Good beds, which may mean cots raised above the floor or merely beds from the forest balsams, "boughed down with care," as a guide once put it to the writer, are one of the first essentials. They may be under roofs of log cabins, rough frame bungalows or tents; there is a strong preference among boys for the tent rather than the wood house and strong preference among girls for the house rather than the tent. Blankets are invariably required among almost all camps in the northern part of the United States during the summer and in some camps sheets are used.

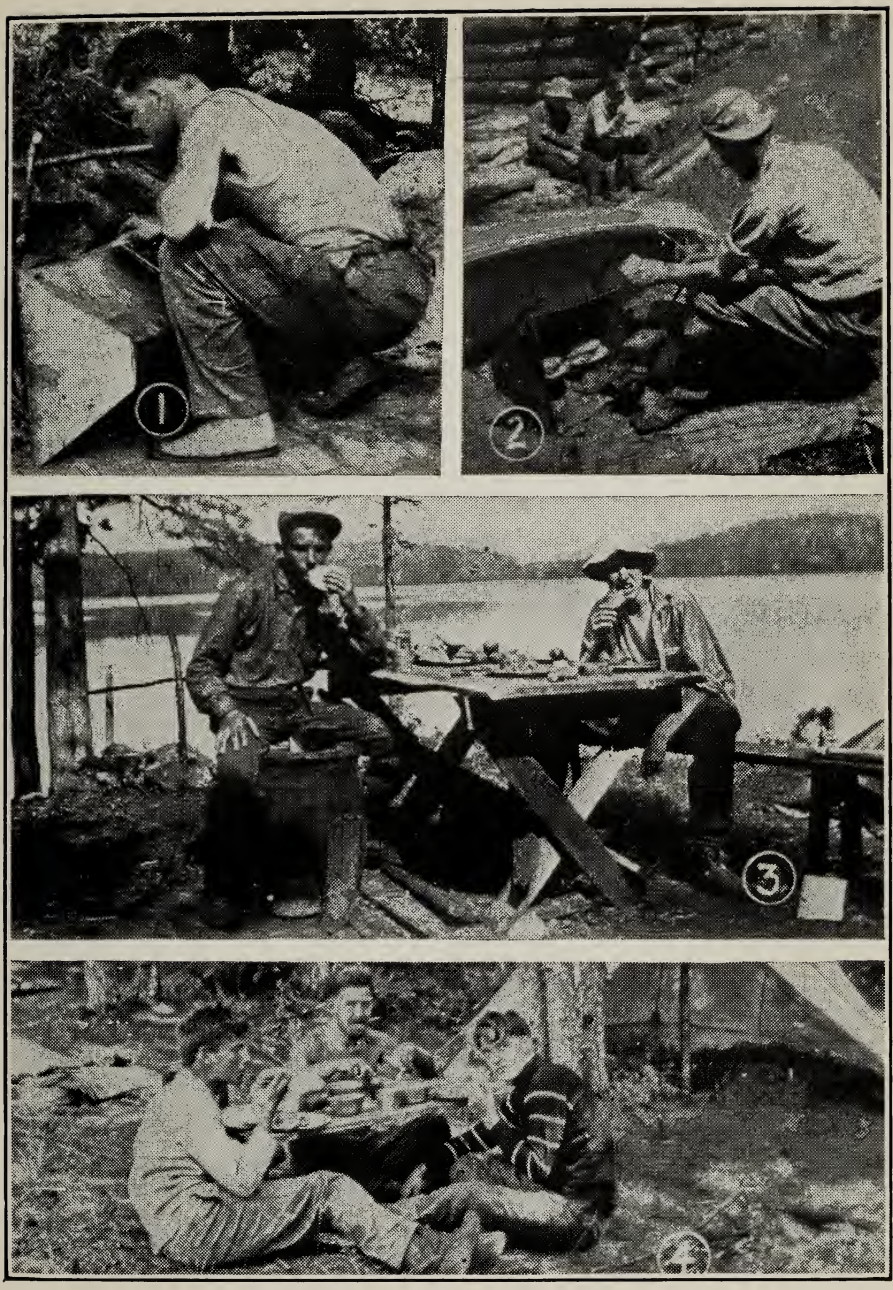
There are a few camps where the young patrons are allowed to wear almost anything they please. There are many disadvantages to this plan. It emphasizes differences of wealth and standing, since some will be elaborately and expensively equipped and others will bring old clothes. Few parents know the right equip-



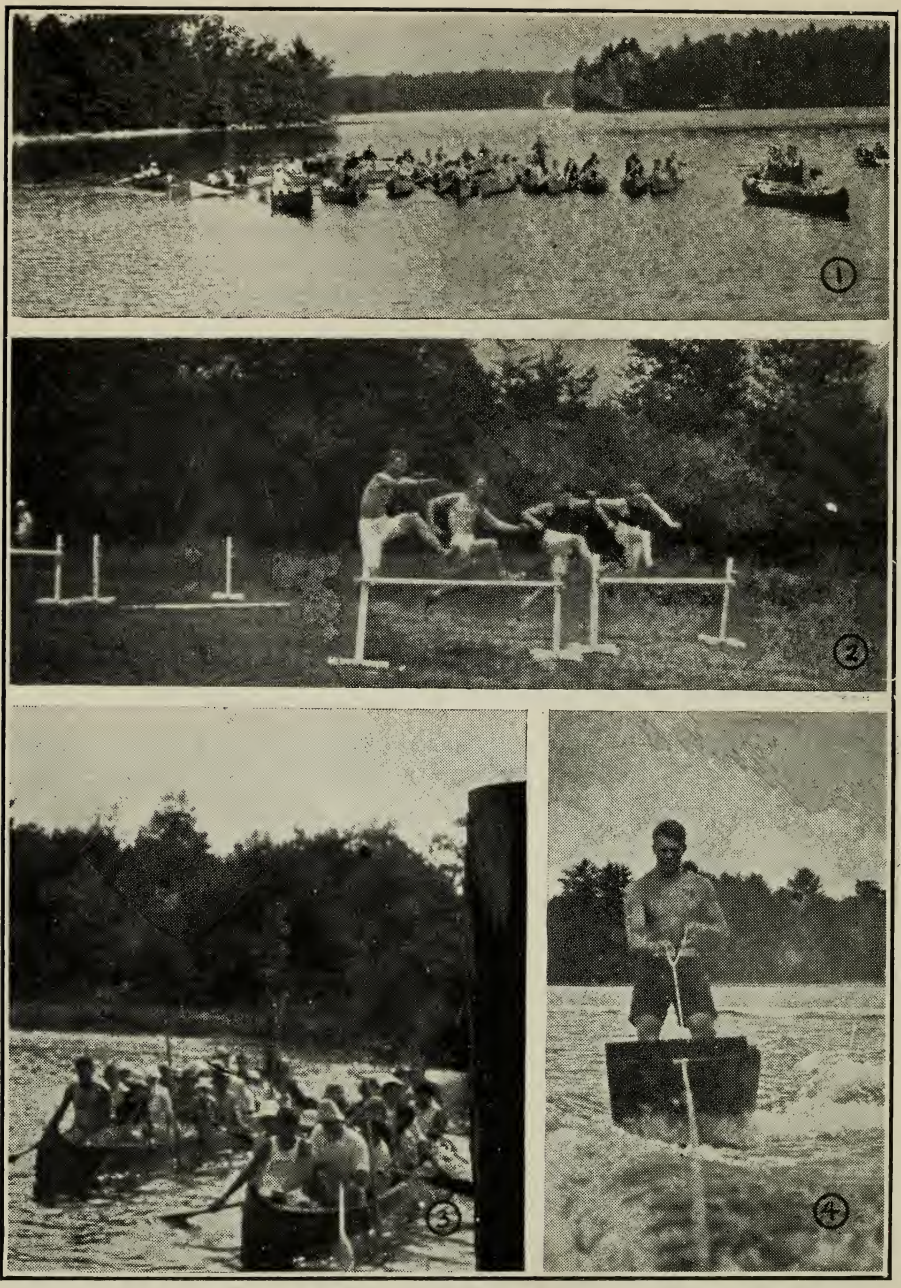
KAMP KOHUT, OXFORD, MAINE.



CAMP WOWASTE.



CAMP MINNE-WAWA, ALGONQUIN NATIONAL PARK, ONTARIO, CAN.



1, Tecumseh's fleet; 2, Teaching novices to hurdle; 3, War Canoe party; 4, Aqua-planing near beach.

CAMP TECUMSEH

ment for these camps. The better plan is the regular camp uniform or costume as supplied to many of the leading camps of the country by A. G. Spalding & Bros. There is nothing in this arrangement to give any boy or girl social advantages over any other; the uniform makes a neat appearance either in camp or on any of the outings of the youngsters and the wearers are always easily to be noted. A uniform not only will prevent a boy from falling into temptation which the ordinary daily costume might suggest as a cover, but will likewise serve to differentiate him, and often avoid the odium which might attach to an escapade in which he could very easily be wrongfully included if there was no means of identification. Besides which, a uniform on a well conducted party of boys gives a camp better advertising than tons of printers' ink. All sorts of colors and combinations are possible and the general design of the garments are the result of the experience of the leading conductors of boys' camps.

The following is a typical list of the outfit as supplied to many of the largest boys' camp of the country by A. G. Spalding & Bros.:

BOYS' CAMP.

1 No. C300B Hat, cloth, gray, one inch monogram embroidered on front in camp colors.
1 No. C600 Shirt, worsted, sleeveless, with camp monogram in camp colors.
2 No. C6E Shirts, cotton, sleeveless, with camp monogram in camp colors.
2 No. C406G Shirts, flannel, full sleeves, two pockets, camp monogram on left pocket.
2 Pairs No. C5D Flappers, khaki.
1 Pair No. C3CL Trousers, duck, white, loops for belt, cuffs.
1 No. C4R Swimming Suit, one piece, fine quality.
1 Pair No. C2 Tights, cut worsted, short, silky finish.
2 Pairs No. 32R Stockings, wool, white feet, medium weight.
1 No. C725 Belt, leather, nickel buckle.

1 No. CWDJP Sweater, worsted, medium weight, coat style, reversible collar.
2 Pairs No. C1 Shoes, canvas, white rubber soles, best quality, low cut.
1 Pair No. C1 Moccasins, leather soles, spring heel.

The outfit for girls' camps, as supplied by A. G. Spalding & Bros., to many of the leading girls' camps of the country is as follows:

GIRLS' CAMP.

4 No. 111 White Middy Blouses.
2 No. 112 Khaki Middy Blouses.
2 Pairs No. 224 Poplin Blooomers.
1 Pair No. 220 Serge Bloomers.
1 Pair No. 219 Khaki Bloomers.
1 No. C505 White Duck or Khaki Hat.
6 Pairs Tan Stockings.
1 Pair No. C6D Army Blankets.
1 No. C2½ Rubber Blanket.
1 No. C280 Rain Coat.
1 No. C420 Hat, sou'wester.
1 Pair No. CWHB Hiking Shoes.
1 Pair No. WCB Athletic Shoes.
1 No. C20 Belt.
1 No. CMKH Half Kerchief.
1 No. CX Windsor Tie.
2 No. 4RL Bathing Suits.
3 No. CSH Bathing Caps.
1 No. WJP Sweater.
1 Pair No. C3 Mocassins, or
1 Pair Sneakers.
1 No. CS Camping Kit.
1 No. CM Canteen.
1 Tennis Racket.
1 Hockey Stick.
1 Basket Ball.

A tennis racket is usually a necessary part of the athletic equipment. Tennis racket, hockey stick and basket balls are selected from Athletic Department.

In addition to these items it is wise for the young folks to have as part of the personal equipment of each, the following items:

BOYS' CAMP.

1 No. C420 Hat, sou'wester, oiled, lined, waterproof.
2 No. C6D Blanket, wool, West Point gray.
1 No. C2½ Blanket, rubber, 45x72 inches.
1 No. C1 Poncho, rubber, 66x72 inches, or
1 No. C336 Poncho, oiled, 54x72 inches.
1 No. CSB Camp kit, consisting of aluminum cup, spoon, plate and a combination knife and fork.

1 No. CM Canteen, metal, felt inside canvas covered, shoulder strap, ½ gallon.
2 No. C271 Towels, Turkish, extra heavy, plain white.
1 Pair No. BT Shoes, tramping, high cut.

There is a tendency among these camps for boys and girls to allow the matter of exercise largely to adjust itself. The result often is that energetic and restless young people get more exercise than is good for them and the more phlegmatic or anaemic youngsters get too little. There is therefore distinct advantage in regulating periods of sports in which all the members of the camp are urged if not required to participate. The water sports will be overdone in almost every case unless strict attention is paid to the camp life while other fine and developing sports, such as lawn tennis, base ball, basket ball or volley ball, are neglected. Too much time should not be spent in the water by growing children or young people.

A delightful variety of wholesome and fascinating land sports are now available for the members of these camps. Some of these have so recently come into vogue as not to have been incorporated in the programme of a few of the camps. Among the boys' camps the following sports may be suggested and recommended: Base ball, among the members of the camp, or playing rival camps or even local town teams; volley ball, the new and fast game which has so rapidly caught the fancy of American youths; basket ball, unquestionably the most widely popular indoor game in the country and especially adapted for play in the out of doors; foot ball, or even the passing of the foot ball in the start of imaginary plays; medicine ball, putting the shot and all forms of tumbling, wrestling and athletic drilling. There should be, on the part of every member of the leader's corps, a persistent effort to urge every youngster in the camp to participate in some or all of these sports and failing in the enlistment of such interest by urging, there should be positive insistence upon these sports by those boys who need them most. It is always the case that there are athletic young fellows in

every camp who will lead any form of sport; it is just these young fellows who ought not to be allowed to monopolize the good effects of regular outdoor games and sports.

In the list of games suitable for girls' camps may be mentioned the following: Base ball, with the softer ball now provided for girls' use; lawn tennis, basket ball, volley ball, kicking or passing the foot ball, medicine ball, tether tennis, archery, fencing, roque and croquet. Some of these sports have special advantages little suspected by those unfamiliar with them; putting the lightweight shot, for instance, is about as fine practice for golf, where no golf is available, as could be imagined, since it encourages steadiness of pose, strength of arm muscles and even control of the swing of the body. Fencing is much too little employed among the trainers of young girls in athletic matters; it is unsurpassed for the development of grace, suppleness and carriage.

Every camp, whether for boys or girls, is a law unto itself in the matter of the day's programme. The location of the camp and the specific objects of its leaders influence the arrangement of the day's doings. But for the information of the interested reader an excellent programme is presented herewith, as followed in many of the best known boys' camps in the country, also one from a girls' camp:

BOYS' CAMP.

Daily Programme.

A.M.	
7.00	Rising bugle.
7.05	Setting-up exercises.
7.15	Morning plunge.
7.45	Breakfast.
8.30	Inspection.
9.12	Boating, canoeing, athletics, manual training, photography, nature study, tutoring, etc.
11.00	Swim.
12.00	Dinner.

P.M.

12.45-1.45 Rest, no physical exertion.
1.45-4.30 Base ball, tennis, athletics, basket ball, volley ball, archery.
4.30 Afternoon swim.
5.30 Supper.
Rest after supper 30 minutes.
8.00 Assembly for camp fire, stories, games, entertainments.
9.00 Evening prayers, singing.
9.15 Good night.
9.30 Lights out, perfect quiet, asleep.

On Sunday each boy is expected to write a letter home and to attend church.

GIRLS' CAMP.

A.M. ORDER OF EXERCISES.

7.00 Reveille.
7.10-7.30 Setting-up exercises, dip, tennis, archery, volley ball, basket ball, playground ball.
7.30 Breakfast.
8.30-11.30 Riding, sports.
8.30- 9.00 Inspection.
9.00-11.30 Handcrafts,
12.00 Dinner.

P. M.

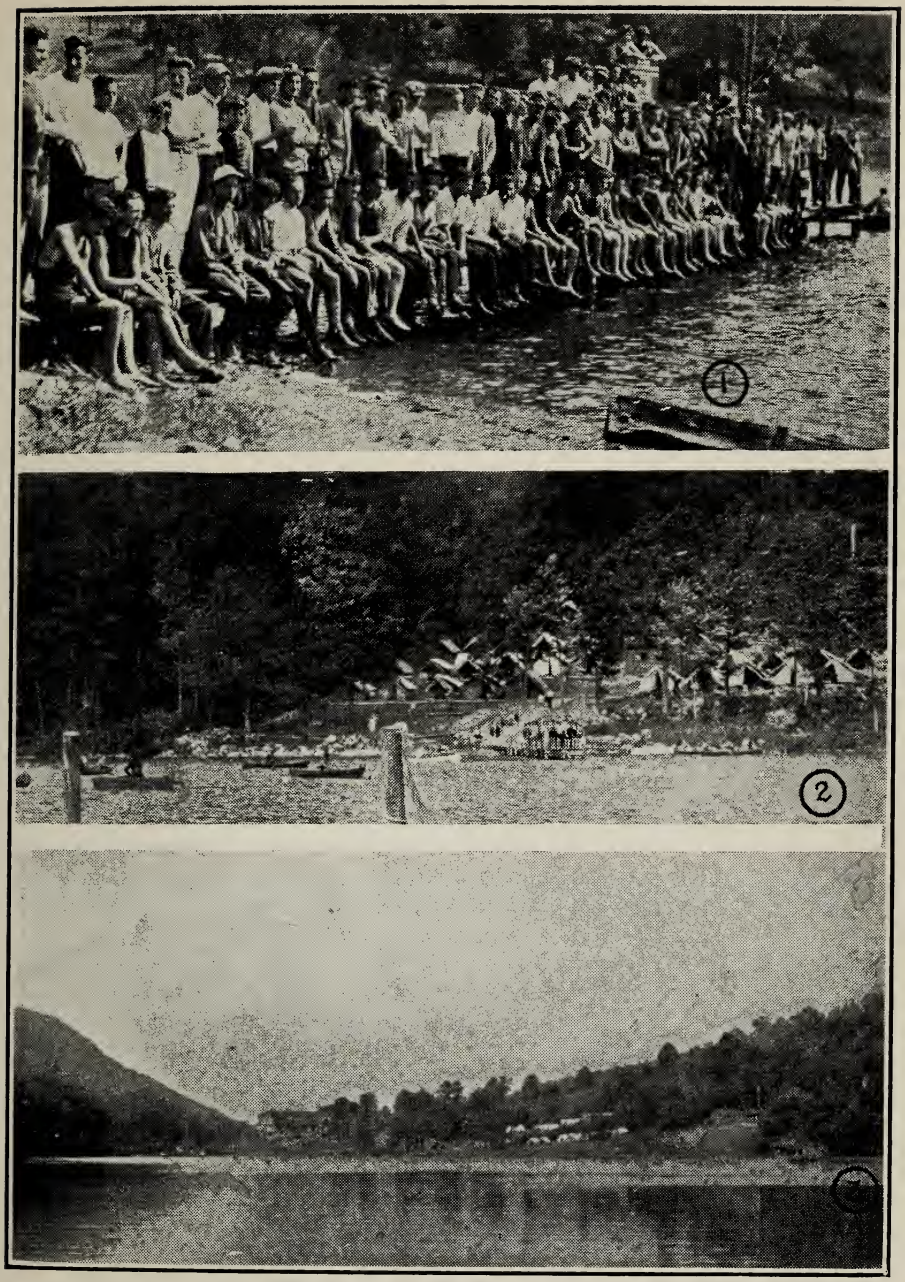
1.00- 2.00. Rest hour.
2.00- 4.00. Land and water sports.
2.00- 5.00. Horseback riding
4.00 Swimming.
6.00 Supper.
6.30-7.45 Land and water sports.
8.00-9.00 Social hour, dancing, theatricals, reading log, etc.
9.00 Call to quarters.
9.30 Lights out.

THE RELATION OF CAMP ATHLETICS TO CHARACTER BUILDING

By George W. Orton.

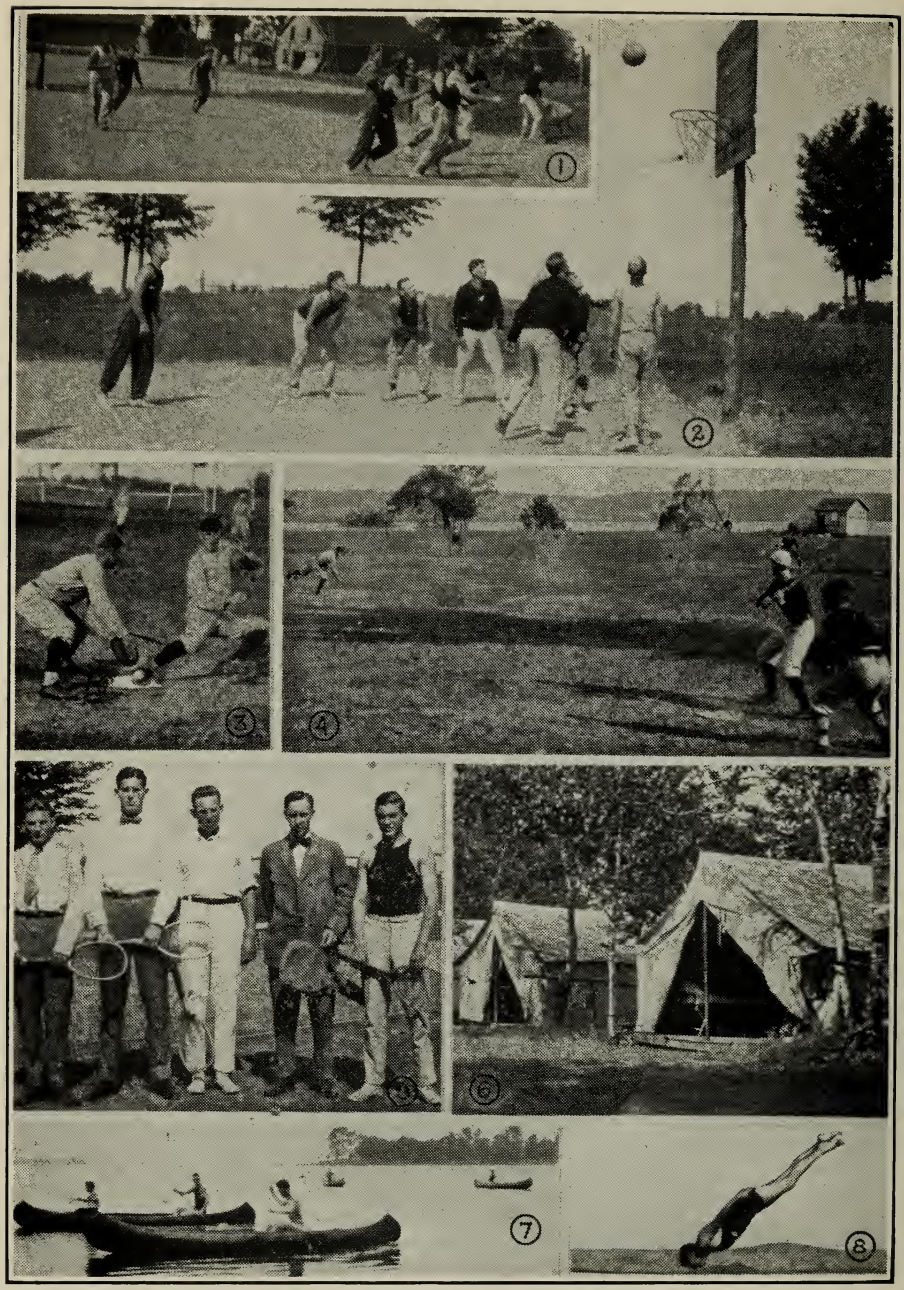
Director of Camp Tecumseh and Athletic Director University of Pennsylvania.

The relation of camp athletics to character building is a matter that is seriously considered by all those who are making a study of the ways and means of obtaining the best results from camp life. Most summer camps make a big feature of their athletics. This is true except for those camps that are chiefly interested in canoe trips and on that account are so situated that they have not the facilities for developing any system of athletics throughout the camp. Parents are coming more and more to realize that the benefits of athletics are not only physical, but in a great measure also mental and moral. Those who have had much to do with developing boys have noted time and time again the great effect that athletics have on the character development of the boys interested. Several years ago a boy at Camp Tecumseh, after running a quarter mile race, was called into the office of the camp by the head of the organization. "You showed a yellow streak this morning," said the head of the camp to the boy. This abrupt declaration by the camp director completely knocked the boy off his pins and he vehemently disclaimed any idea that he was yellow. "You have more speed than your opponent, you have often shown that you can run further, but simply because you could not shake him off and because he stuck to you with grim determination, at last you gave in and he beat you," said the director. "You certainly showed a yellow streak and as you are only a boy, now is the time to think about it and to make up your mind whether you are going to be a coward in your athletics from now on or not. Now I want to leave you to yourself for a little while so that you can think it over and when I come back I expect you frankly to acknowledge that you



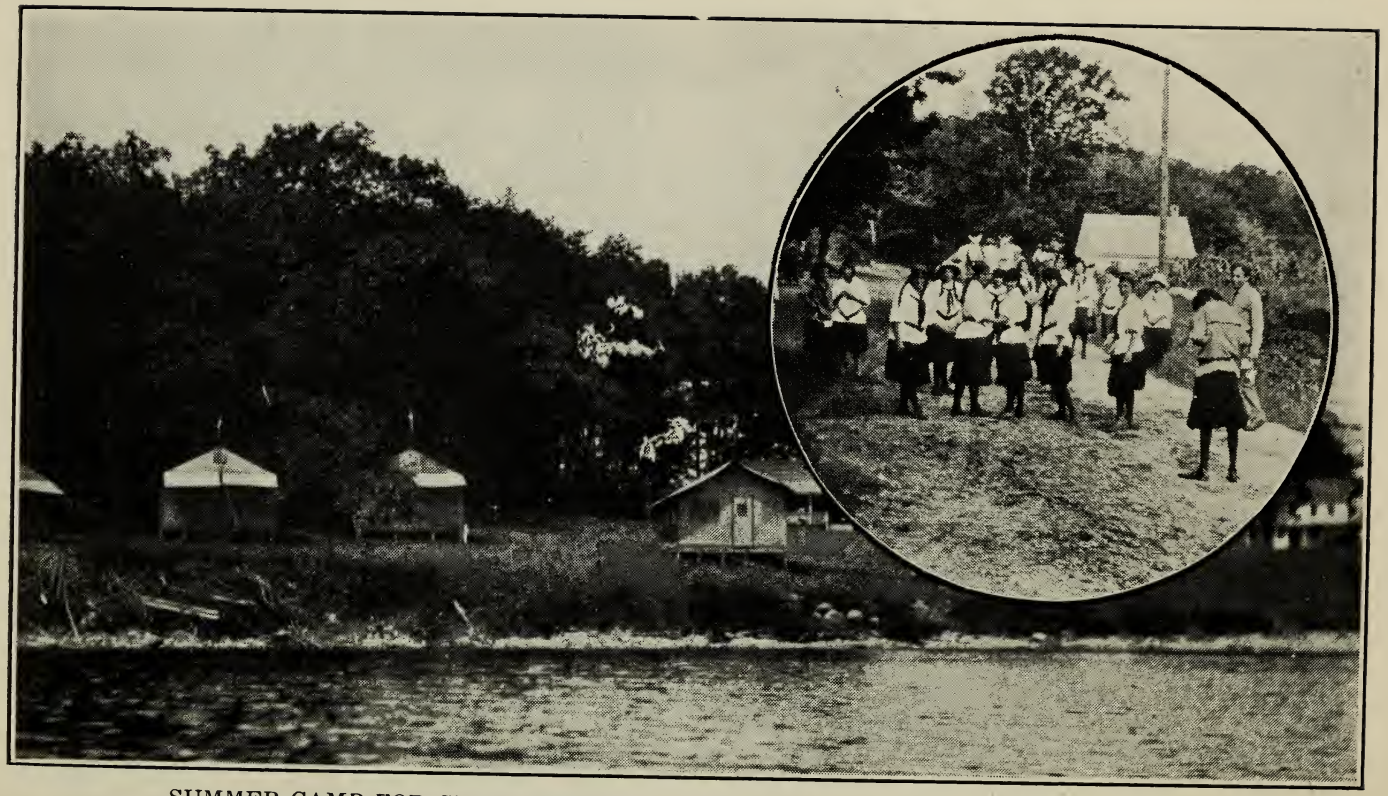
1, Senior Camp; 2, Swimming Meet; 3, Sigmund Neustadt Memorial Building.

SURPRISE LAKE CAMP, COLD SPRING-ON-HUDSON. N. Y.



KAMP KILL KARE, ON LAKE CHAMPLAIN, VERMONT

KAMP KIWASSA, OXFORD, MAINE



SUMMER CAMP FOR GIRLS, HIGHLAND NATURE CLUB, SOUTH NAPLES, MAINE

were yellow this morning and to promise that you will not show the white feather again." Thereupon the camp director left the boy and did not return for some fifteen minutes. The boy then stated that after thinking the matter over he felt that he *had* shown a streak of yellow and he declared that he would not give any evidence of it again. That boy became one of the greatest scholastic athletes in this country. He has shown himself fearless and plucky and there is no doubt that the lesson he got that morning was a big factor in his development along this line.

The above is a definite individual example of what can be done through athletics in the development of a boy's character along the lines of courage and determination.

Boxing is a sport which is practised at many camps and is one that should be encouraged because of its aid in developing manliness and self-control. How often at camp does one see two little fellows in their first boxing match. The first time that one of the little fellows gets a good crack over the eye he is quite liable to stop and to begin to cry. If this matter is handled right the boy's self-esteem will not be hurt and it will only be a matter of ten days or so until the same little fellow will be standing up to an opponent getting the same knock and not thinking anything about it. The older boys also get through boxing a degree of self-control that is worth much to them later on.

Base ball and other team sports are also most valuable aids in developing the character of boys. In base ball, as in other team games, the boy must learn to give away to the best interest of the team. He must learn to "sacrifice," if the order for a sacrifice is given, even though he would much prefer to knock it to the woods. He must learn to be courageous enough to slide to bases, to stand up to the plate and to do many other things that will develop self-control and courage in him. He must also learn to recognize that the boy who displaces him on the team is a better boy than he is and that the best way to get back on the team is to get down to business, work hard and earn his way back. Such lessons as these for the growing boy are really

invaluable as they have a direct influence on his character and strengthen him on the very lines that are necessary for him if later on he is to be a success in business or professional life.

The individual games, such as track and field athletics, tennis, swimming, etc., are also all valuable aids in developing a boy's character. In these individual sports, the boy must learn to depend upon himself. He is opposed directly to other individuals and it is soon brought home to him that in order to do well he must practice faithfully and must gain a high degree of skill in whatever event he is participating. The field events, hurdle races, rowing, swimming, etc., are also very valuable in teaching a boy concentration of mind and self-control. In field events, it is necessary first of all to obtain the required style for the event. For instance, in high jumping the boy must put a great deal of attention on the way in which he throws his body over the bar. To do this he must concentrate probably much more keenly than he ever does in his studies. There is no denying the fact that in mastering the various sports and games boys generally develop more concentration than in any other way. For this reason field sports and athletics in general are very valuable factors in developing concentration of mind. The individual sports spoken of above are also a great aid in bringing out individuality in the boy and in developing courage and determination. In such sports the boy finds himself opposed directly to some other individual and he must do his very best or it can be seen at once. The boy must measure himself with the others and he feels at once whether he is superior or not. It is for this reason that in some respects these individual sports are more valuable in the training of a boy than are the team games. They are, undoubtedly, so as far as the development of concentration of mind and courage are concerned.

One of the best features of athletics at a camp or any institution, is the generous feelings that are developed throughout the boys on the various teams. The boy in his athletics learns self-sacrifice in very many ways. How often do we see a boy on a base ball team, for instance, teaching another boy the finer

points of catching or batting or sliding to bases, even though he knows that that boy may later on displace him from the team. The boy's idea is to do his best for the team and this spirit will help him greatly in after life in business and in society.

Summing up, I would state that athletics are one of the biggest factors in the life of any camp because they have a direct influence upon the character of the boys. They develop courage, self-control, self-sacrifice, keenness of eye, and an all around ability to handle oneself physically, and a general sturdiness of character that is appreciated by all. In addition to the real benefits to character, through their athletics, the boys get a vast amount of enjoyment and they make some of their very best friends while engaging in sports. No summer camp, unless as stated previously having as its aim canoe trips, etc., could afford to abolish athletics from its sphere of activity.

The question of whether athletics in summer camps should be confined entirely to the camp itself, or to competition with other camps, is one that must be decided by circumstances. If suitable opponents can be found, competition with other camps should be engaged in because it emphasizes the various benefits spoken of above. Inter-camp athletics will also develop an *esprit de corps* throughout camp, which is valuable not only to the camp, but to the boys. Such a spirit will help the boys in their determination to do their very best and it will also spread throughout the camp a feeling of comradeship, which is very valuable to all concerned.

INTELLECTUAL RECREATION AT CAMP

By Dr. George Alexander Kohut
Director of Kamp Kohut, Oxford, Maine.

As an offset to the strenuous activities of camp life, with its diversified sports and athletic routine, it is well to encourage diversions and recreations which give the boy not only a rest period but a definite interest in something which appeals to his emotional and spiritual nature.

A feature of any well organized camp is the compulsory *siesta,* usually after the principal meal, at midday. Boys should be required to stretch out on their cots and to relax. If they are not able to sleep, they should be encouraged to lie perfectly still or to read some absorbing book. It is obviously perilous to permit them to be at large, during the heat of the day, after a heavy meal.

Perhaps the most important phases of camp life are certain group activities, established under wise and competent leadership. These may be either clubs, for the purpose of reading or debate; nature study classes, for the observation of the flora and fauna; dramatic societies, and other forms of entertainment, which are numerous and varied, according to the resources of the men and women in charge of camp organizations.

In our own camp we have found it a pleasure to interest boys in dramatics. In this field a boy is naturally at home. One does not find it difficult to discover latent talent in almost every individual. Every boy is an actor. At every camp there is abundant human material for this form of entertainment. We have reproduced quite a number of popular plays as given in New York, and guests who had seen these performances are enthusiastic in their endorsement and admiration and maintain that they compare favorably with the work of professionals.

A notable educational feature is a series of illustrated travelogues. The director and members of his faculty can easily

hold a group of boys by telling them something of their varied experiences. In addition to these, addresses by distinguished men on various topics likely to interest the average boy, would be welcome for an evening's entertainment.

Altogether, it may be recommended as a good working principle, that a boy's mental and spiritual life should not be suffered to lie fallow during the fruitful vacation period, when a boy, in his formative years, will carry with him impressions which will remain through life and which should help him in his future career of usefulness as a citizen.

"THE LONG HIKE."

By Eugene H. Lehman
Director Highland Nature Club, South Naples, Me.

On the first Saturday evening in July, when the Highland Nature Club lassies, having assembled to participate in the ceremonies connected with lighting the opening campfire of the season, instructions are given out relative to the big hike. Girls are then informed that only fifteen of the fifty members of the summer colony will be chosen for this expedition, and that the privilege will be awarded to those who show the best physical condition and reveal in their community life the highest degree of H. N. C. spirit.

From that moment, competition begins—a unique competition in caring for one's body and in obeying the laws of the clan. The expert tennis player now ceases to grumble when her less skillful partner fails to return an easy ball; the snobbish girl abandons her clique; the poor "mixer" seeks to become a "good fellow."

Finally, as a result of a fair competition in a series of preliminary tests, fifteen enthusiastic walkers and trained campers win their places in the hiking squads. After the weather bureau has been carefully consulted, the day is set for the start. On the evening before, each girl is provided with a government chart, showing the highway along which the party is to proceed. This road, she, under the guidance of the chief hiking councilor, marks with red ink, plainly indicating the places where every meal is to be taken and where the night is to be spent. Further, she is told of the points of literary, geographical, or historical interest that are to be passed on the march, and is then sent to bed for a good night's rest.

As the girls tramp along, their merry voices accord so naturally with the songs of the birds and the beauty of the flowers that the actual walking is almost forgotten, when the whistle

suddenly gives the signal that the six mile stage has been covered, and that the time for the two minute rest period has therefore arrived. The hikers halt, but do not sit down, for sitting relaxes the muscles and makes starting again all the more difficult. At five in the evening, camp is made for the night. By seven, supper is over, the ponchos spread out upon the grassy turf in the orchard of a kindly-disposed farmer, and soon the girls are sleeping the reinvigorating sleep of health.

They rise with the sun the following morning, and after breakfast, they tip-toe their way to the farmer's cottage, and startle his family by giving a lusty camp cheer in grateful recognition of his hospitality. With a song on their lips, they are off for the second day's march.

So the miles roll on, until at five in the evening, the hikers reach the summit of Crockett's hill; their campmates espy them and rush to welcome their more hardy sisters with a cheer while plying them with innumerable questions until every adventure on the hike is told and retold to groups of interested listeners.

On the morrow, there is but one topic of conversation—the "Long Hike" for the next year.

A VACATION CAMP

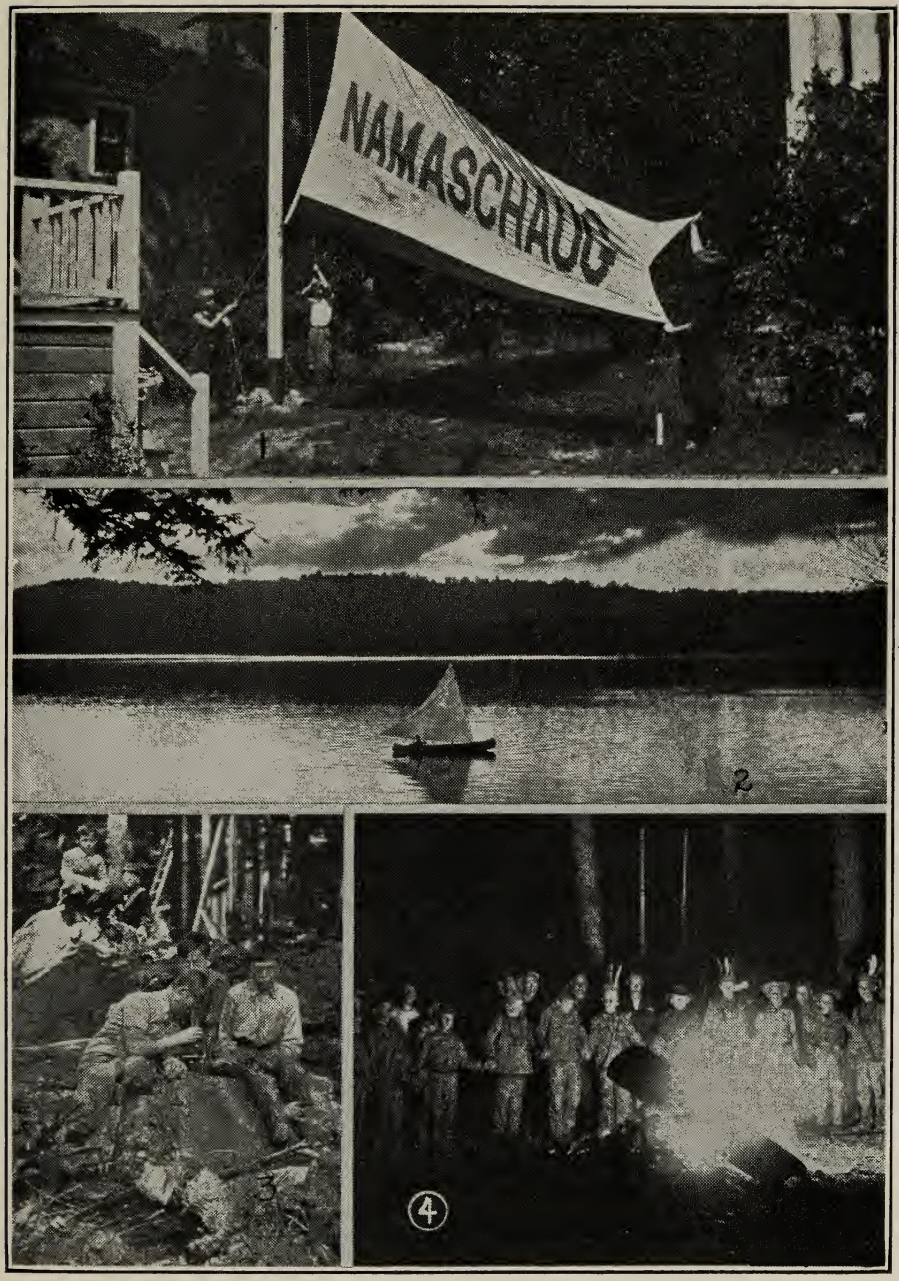
By Leon E. Katzenstein,
Superintendent Young Men's Hebrew Association, Lexington Avenue and Ninety-second Street, New York; Administrator Surprise Lake Camp.

The growth of population in our large cities has developed the "Vacation Camp," varying from the luxurious lodge in the Adirondacks, the plaything of some millionaire, to the little tent of a group of boys, erected on the ocean's edge, or in a grove on the property of some kind-hearted farmer.

Of this later type and its development, I would write. When people lived more moderately, with room for air and sunshine and exercise, and an opportunity for enjoyment of green grass and waving trees and the sparkling waters of river or lake or ocean, there was not the present crying need for a period of rest and change. This has evolved with the growth of industry and the consequent development of cities.

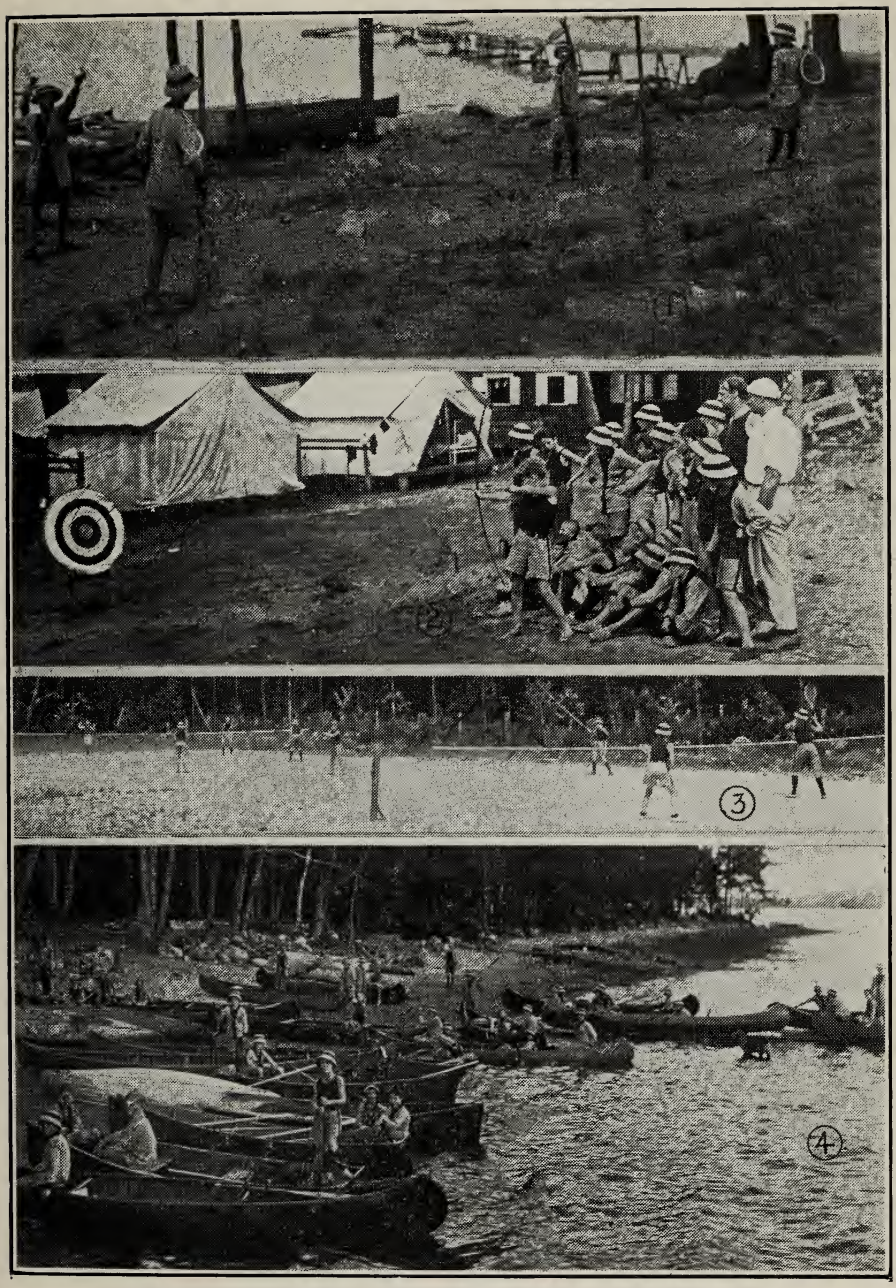
To meet the natural longing and actual needs of the less fortunate boys and girls and even men and women, the "vacation camp," so called, has been developed. A bit of the history of Surprise Lake Camp owned jointly by the Educational Alliance and the Young Men's Hebrew Association of Manhattan, will best illustrate the vacation camp idea. Its slogan, "Recreation Without Temptation," the words of Mr. Henry M. Toch, for many years chairman of the Committee epitomizes the camp object.

From two small camps on rented grounds on Long Island, has grown the present organization, occupying its own premises near Cold Spring-on-Hudson. The property comprises six hundred acres of rugged mountain land, covered with forests and fields and orchards and encompassing a most picturesque little lake. The land is so rugged that there was not even enough level land for an athletic field, so the only swampy spot on the



CAMP NAMASCHAUG, SPOFFORD, NEW HAMPSHIRE

CAMP HARLEE, LAUREL LAKE, TYLER HILL, PA.



CAMP WONPOSET, BANTAM LAKE, CONNECTICUT

1, A corner of College Camp; 2, Camp minstrel troupe; 3, Trying to look civilized.

COLLEGE CAMP, CLIFF HAVEN, N. Y.

property was graded and filled for this purpose. The principal structure at the camp is the elaborate Sigmund Neustadt Memorial Building, containing kitchens and mess halls for the accommodation of three hundred campers, play rooms for younger boys, business and physician's offices and rooms for visiting directors.

In a camp as large as this (almost fifteen hundred were accommodated last year) systematic administration is an important requisite. Not only is the commissary carefully regulated, but the amusements of the campers must be directed, so that every facility may receive the fullest use. The lake, with its boating, bathing and fishing, is constantly under the surveillance of life guards. A man trained in sports is always on duty on the athletic field to organize and assist. Leaders take groups for hikes and excursions. Manual training teachers interest boys in handicraft. An experienced forester teaches them the ways of the woods and the kinds of trees and their value. There is even an artist to arouse the interest in and appreciation of nature.

This camp is by no means self-supporting. A large section is devoted to boys from poor homes whose payments represent only a fraction of the cost of maintenance, but all are treated exactly alike

A camp like this receives students and clerks of moderate means. It gives them, during their usually limited vacations, the opportunity of receiving all the benefits of life out of doors, without the hardships which their inexperience would bring, were they in a crude camp and dependent on their own efforts in procuring and preparing their food and otherwise providing for their personal necessities.

CARE NECESSARY IN CAMP SELECTION

By Ralph F. Perry
Director Kamp Kill Kare, on Lake Champlain, Vermont.

The experimental stage of the summer camp for boys has passed. The value of such camps is now well recognized. Parents, who are able, prefer to have their boys' activities supervised during the long vacations, rather than to allow the boys free rein to their inclinations with the "gangs" in their native towns, or at summer resorts where the social life does not provide a wholesome atmosphere for the adolescent.

Different camps provide different advantages, and parents should make a careful study of these advantages before making a selection. Four factors enter into such deliberations. First, the personnel of the directing forces; second, the location; third, the type of boys represented; and, lastly, the equipment should receive consideration.

The parent wants to feel sure that the camp to which his boy is going for a considerable time during the most formative period of his life, is directed by men who know and sympathize with boy nature, and have had successful experience in dealing with boys. He should make sure that there is a stability and a permanency to the organization; that conscientious effort is expended to develop the best qualities in the boy. The wise parent will scrupulously avoid all mushroom organizations, and such as have been formed with no broader vision than to make money. The pitiable feature of the situation is that, with the growing need of these camps, has sprung up a crop of unscrupulous experimenters who think they see, in this business, an opportunity to make some "easy money," and who know or care nothing for the proper care and supervision of youth.

The second consideration is one of locality. It is a mistake to send a boy to a camp so remote from railroad accommodations that it is inaccessible. It should be possible for parents frequently to visit their boys during the summer, and access to

centers should be easy in case of need. This does not mean that the wild, free life of nature must be sacrificed, for there are many camps not remote from centers which yet afford all the pleasures of the wildest regions.

The locality should be one which affords water for fishing and swimming, mountains for climbing, land for all kinds of sport. It furthermore should be a site which is high, and so free from all the attendant evils of low, damp ground. The tents should be pitched in a grove furnishing shade, but not too deep shade. For this, maples and elms afford a much more healthful atmosphere than thickest evergreens.

Just a word should be included regarding the selection of boys. A money-making organization will take a boy regardless of his qualifications. An honest camp with an ideal, will see to it that no boy of twisted morals enters its doors. Moreover, it will be as scrupulous in dismissing boys who prove themselves, in any way, unfit companions.

Finally, a camp which intends to perform its functions properly for the growing boy should be well equipped in all that makes that function possible. If boys over fourteen years of age are taken, it should be ascertained that such boys have separate grounds and sleeping quarters, widely removed from the younger boys. A regulation base ball diamond for each group should be provided; tennis courts, in number enough to accommodate the needs of all the camp, and good enough to insure pleasurable and accurate play, are indispensable; open air gymnasiums, basket ball courts, canoes, rowboats, motor boats, swimming rafts—all should furnish their quota toward making the boy's summer profitable and enjoyable.

And most important of all is the consideration of sanitation. If pure drinking water is not provided and sanitary disposal of all refuse, the camp is unsafe and no fit place for summer occupation.

If the councilors are wise and kind, the location suitable, the boys congenial, and the equipment satisfactory, no more healthful or enjoyable vacation can be offered a boy than a season in a summer camp.

A BOYS' CAMP WITH A RELIGIOUS ENVIRONMENT

While camps in general are usually undenominational and the director makes it a point to see that his charges attend the services of whatever creed they may profess, still many parents prefer to entrust their boys to the supervision of one of their own denomination.

Camp Namaschaug at Spofford, New Hampshire, under the direction of the Very Rev. J. J. Griffin, Ph. D., is a typical camp of this description, but the routine varies in no wise from that of hundreds of others. In speaking of his ideas of camp life and what led to his establishment of Camp Namaschaug, Father Griffin said:

"Some years ago, the problem of what to do with the boys was often a perplexing one to parents who were planning their summer holidays; for resorts which offered the fullest measure of rest and recreation to the other members of the family proved dull and depressing to the boys when the novelty of the new environment wore off. Though the schools close their doors and books are laid aside, the boy's education itself knows no respite but continues on during vacation, and needs capable experts for its direction through the summer months as well as during those of winter. Courage, fortitude, resolution, self-control, regard for the rights of others, and courtesy, may be inculcated in school, but they become habits in a properly conducted camp, the true laboratory of character.

"The development of the real boy calls for a certain amount of proficiency in athletics on land and water, and no lad is going to neglect any opportunity of attaining it. During the summer months, away from the restrictions of school life, and with that freedom of movement which comes from a dependence on his

own resources for amusement, his search for recreation may bring him into associations more or less injurious.

"Not the least effective factor in the success of the many camps is the personnel of their staff of instructors. These are college men of proven ability; better, graduates, selected for their sympathetic interest in all that concerns boys. They enter into companionship with them, joining in their work and play, aiding them with suggestions, discussing school work and all boyish ambitions, giving assistance in study, and discerning and bringing out the best that is in them.

THE REAL AIM OF CAMPING

By William Mitchell
Director Camp Harlee, Laurel Lake, Tyler Hill, Pa.

The great aim of a camp should be to give the boy camper every benefit possible. The average boy of from ten to fourteen years of age is impressionable; full of the desire to learn and to live, and it is at this time in his life when camping will do him the greatest amount of good. The one thing that should be most emphasized is that he be helpful to others. It is all well and good to derive as much pleasure and personal benefit from camp life as possible. That is what the camp is for. But the boy who seeks only selfish benefit and refuses to give a helping hand to his fellow campers, loses much of the beauty and value of camp life.

The time is coming when parents will fully realize the great value of camp life for the all round development of their boys. In the meantime it is the duty of the camp leader to equip himself for the great task of dealing with tender lives and to make his camp more than a mere pleasure ground. It should be this and more. The only camp that is worth while is the one that is and aims to be a character-building institution.

HOW THE BOYS' CAMP MOVEMENT HAS GROWN

By Robert Tindale,
Director Camp Wonposet, Bantam Lake, Conn.

There has never been any question in the minds of most thinking people as to the advisability of keeping the younger generation out-o'-doors as much as possible. The various woodcraft movements begun by Seton-Thompson, and encouraged by such nationally-known defenders of boydom as Dan Beard and his brother, have developed with remarkable rapidity of late years and one of the natural outgrowths was the summer camp for boys.

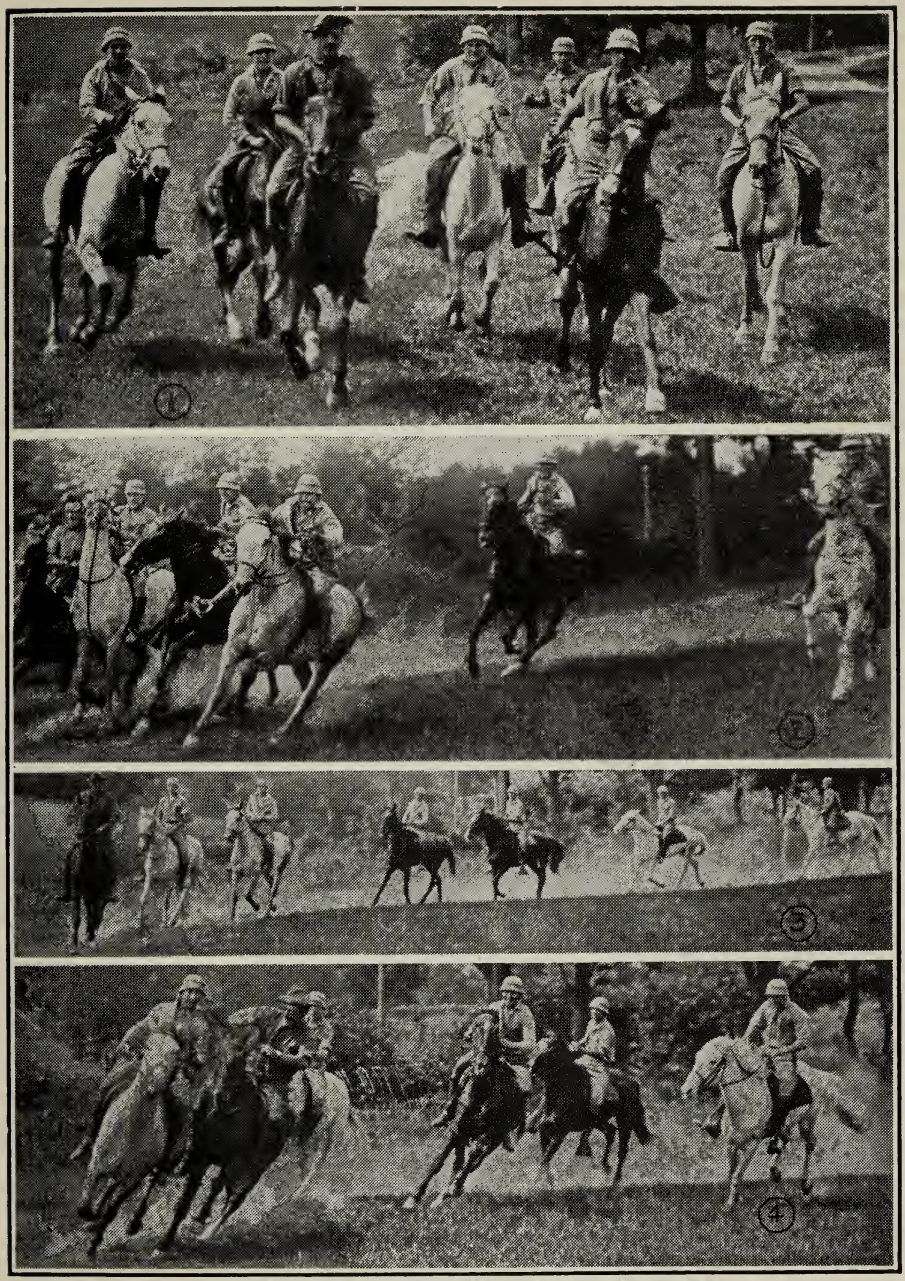
It is now pretty thoroughly understood that the change of air, change of mental perspective, change of food and companions and methods of life in general, all under the blue sky and forest trees is beneficial to a degree. Boys are becoming more self-reliant, more resourceful, and, after their long period of study, far healthier boys.

The sweet, clean tent, in the big outdoors, with sandy beaches, tennis and base ball matches, in addition to Nature's wonderful book of many mysteries, open for all to see. When a boy returns at the end of a season he is pretty much a master of any situation, from building a fire without matches in the rain to knowing the habits of the cinnamon bear and the scarlet tanager. We are destined to see still more rapid advances in the boy's camp movement and with such big, manly ideals, guiding it, is sure to be the Mecca of every real boy who once discovers what Old Chief Wonposet discovered, many, many years ago.

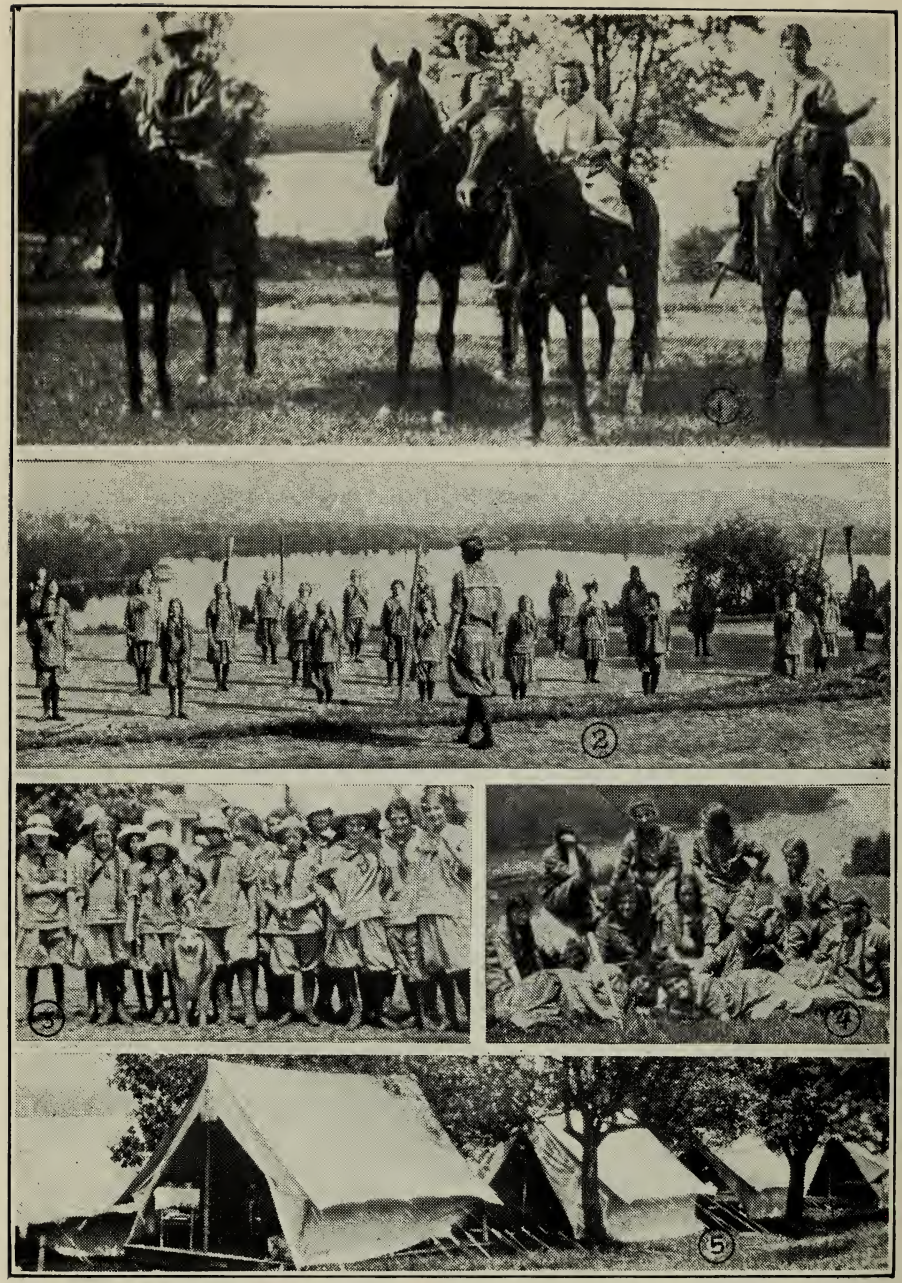
THE CAMP AS AN ADJUNCT TO A SUMMER SCHOOL

Lafayette W. Yarwood, who is director of the "College Camp," near the Catholic Summer School at Cliff Haven, N. Y., adjacent to Plattsburgh, on Lake Champlain, has made an especial study of camp life and is a believer in athletics as a vent for the restless nature of the boy and likewise as an antidote for the regularity of the life which would otherwise become monotonous to the undeveloped and semi-disciplined youngster.

Mr. Yarwood says: "The educational advantages that accrue to a boy from association with others in camp can be readily appreciated. Mental training and character building depend in great measure on the associations of youth, and diversity of ideas and breadth of view are the results of the subconscious impressions which are moulded into youthful habits of thought. Athletics and muscle building must have a prominent place in the schedule of camp existence. Realizing this, camp officials are making athletic contests an attractive incentive to boys under their charge. Tennis, base ball, golf and water sports are some of the major attractions which give the boys healthful outdoor exercise."

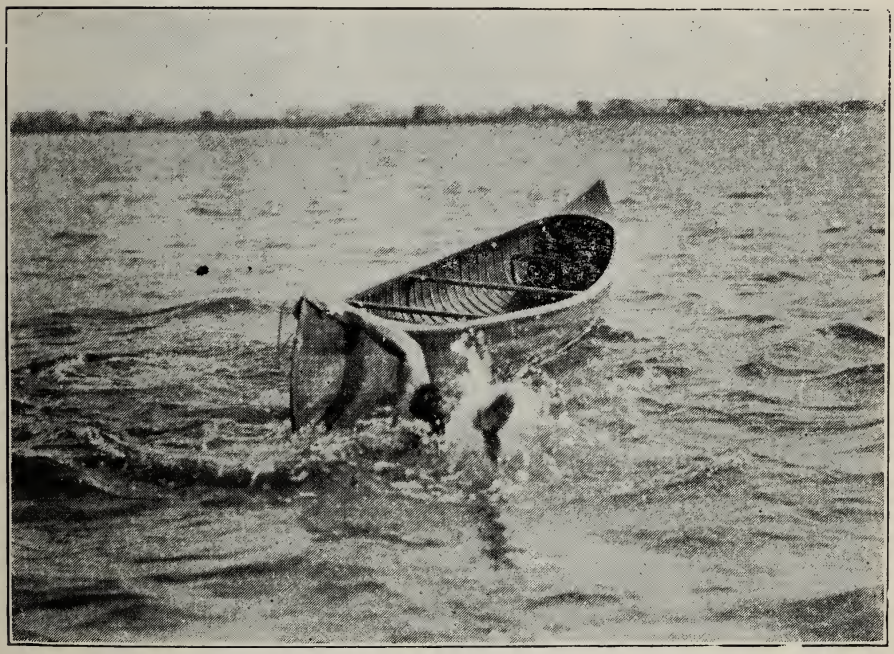


HORSEBACK RIDING AT CAMP KINEO



CAMP SETAG, IN THE ADIRONDACKS, N. Y.

A standing doubles contest.



Swimming ashore with a canoe after an upset.

1—Tilting Contest. 2—Harriet team dumps the Tri-Lake team. 3—War Canoe team of the Athletic and Boat Club of Minneapolis.

CANOEING SCENES IN THE NORTHWEST.

HORSEBACK RIDING FOR BOYS' CAMPS

By Irving G. McColl, Director of Camp Kineo.

Riding is a manly sport which every young gentleman should master as early in life as possible. The "rough rider" idea appeals to every live boy and this should be encouraged. An ambition to become a cowboy is more wholesome for the youngster than a desire to be a gentleman chauffeur. The city-bred boy is trending too much in the latter direction and knows more at thirteen than his father did at twenty—or thinks he does—and has more privileges. He needs some "roughing up" in contact with other beings, human and otherwise, and a re-adjustment of his opinions and ideals to fit the real conditions he will encounter later. This is what the right kind of camping will do for him and here he should have the widest kind of experience such as he does not get during his school year.

Riding as a part of the boy's training in sports should take equal rank with swimming, base ball, athletics and the study of nature and campcraft. The boy should learn to know and love his pony. Learning to ride properly is a training in self-control, in unselfishness, in manliness, and in a broadening of interests, for he learns to treat his mount kindly and keep his wits working.

The boy who learns in camp something about his true relation to the world around him, its great message of love and service, and the art of living with and enjoying other beings and creatures about him, has gained something worth while.

THE VALUE OF CAMP LIFE FOR GIRLS

By Miss Ada M. Gates
Camp Setag, in the Adirondacks, N. Y.

The past few years have brought quite clearly to parents the value of the outdoor life for girls. Heretofore the outdoor sports and the week or month's tenting in the woods and enjoying of nature was left entirely to the realm of boyhood. Consequently she did not reach the physical development she should and thus her mental development was restricted. The broad, wholesome view of life she should have had given her was lost—lost in the training of the girls who were to be the mothers of the future men of this country.

As distinguished from mountain climbing, walks, and the various phases of life in the open—the direct activities include tennis, archery, soccer, basket ball, swimming and rowing. All these sports stimulate team work and the right spirit of rivalry. The swimming hour is always one of greatest interest. No one can use boats until she has qualified by swimming a certain number of yards, which has been decided upon by the physical director. This rule stimulates all the girls, so that before camp closes practically everyone can swim.

And when the nine weeks of this healthy, helpful and happy life come to an end many girls wish instead they were still before them.

WHY BASKET BALL IS ESPECIALLY SUITABLE FOR GIRLS' CAMPS

By Senda Berenson Abbott.
Formerly Director of Physical Culture, Northampton, Mass.

Of all times and places the summer and a camp are most ideal for the playing of games. It is then one can catch the spirit of play—one can then play all day with a clear conscience. And what more delightful game is there to play than basket ball? It has been the most popular game for girls ever since it came into existence, over twenty years ago. It is played by thousands of girls of all ages, all over the country, and if carefully supervised is the best all round game anyone can play.

It is a most valuable game from the point of view of physical development; it exercises every part of the body and does not, like most other games, exercise one side of the body more than the other. It trains the mind to think and act quickly. Especially it teaches, as no other game, the spirit of co-operation, the desire to work for the team instead of for oneself, loyalty—traits that the woman of today vitally needs.

From a practical point of view it is a splendid game to play in a camp, as it gives a surprising amount of exercise and pleasure the very first time one plays it—and with each practise the pleasure and interest are increased. Until teams are chosen, if the open air field is large enough, it may be played by a goodly number (say, ten or twelve on each team) at one time. Young girls, also, may play it with perfect safety, providing they are never allowed to play it without supervision, and there are numerous periods of rest during the practise.

Surely, anyone who has tried basket ball for a summer will say that it is the most delightful and profitable game that camp girls play.

CAMPS FOR ADULTS

By A. Schatzel
Director Kamp Kiwassa, Oxford, Maine.

While, what might be termed "community" camps—as distinguished from the hunting or fishing camp of a few sportsmen—are commonly associated with those designed for the summer vacations of boys and girls, there is just as much necessity for a camp on similar lines for the grown-ups, and this phase of camp life is meeting with much encouragement from those wearied with the conventionality of the town and who have not the desire to follow it during the all too short period of midsummer recreation. Living in the open, if only for a limited period, fortifies one for the rigors of another year of urban residence and the healthful and recuperative air of the forest does for the camper what the prescription clerk can never compound.

No camp is complete now without the athletic feature—of varying degrees of strenuosity, as the camper may elect—and tennis, volley ball, medicine ball, basket ball, and even base ball with the soft playground ball, all lend themselves to enjoyable contests which can include players of both sexes.

Style is ignored and with congenial companions, the days soon pass, while the evening is spent around the big campfire with music, story telling and such diversions as make the twilight hours most pleasant memories.

ATHLETICS AT CAMP

By George V. Bonhag, Director.

The primary object of a camp should be to afford boys a wholesome vacation—the amount of exercise to be indulged in (in the various forms of sports) to be governed entirely by the physical condition of the different boys. The value of athletics as an aid to education has long been acknowledged and at all the leading schools of the country a certain number of hours per week, devoted solely to athletics, is insisted upon.

Right here is where the camp proves an invaluable aid. Athletics at camp should not be conducted as a requirement, but should be encouraged and so presented as to afford the greatest amount of pleasure to the participants. Among every group of boys there is always a certain number who are more or less apathetic to athletics. These boys should be instructed in the various sports in such a manner as to arouse an interest. This can be accomplished in several ways. Take for instance the game of base ball. The writer has known of several instances where young boys have shown a decided dislike for the most popular of American sports; yet before the end of two months some of these boys have not only shown great interest in the sport, but decided ability. This was brought about by forming a base ball league, playing the "indoor base ball" game outdoors. Every boy, no matter how young, could take part and be a member of one of the teams, and before the first interclub series was finished the greatest possible interest was aroused for all, which continued throughout the season. It developed a sense of team work in the boys which could hardly have been brought about in any other way. The same thing will apply to other sports, if tournaments are arranged for teams—doubles in tennis, doubles or fours in rowing, and so on down the line. The directors of camps have a splendid opportunity to develop the sense of loyalty in the boy—loyalty to his school, his college, his

friends, his purpose in life—by instilling the idea of team work in his athletics.

Track work at camp (especially for boys under sixteen years of age) should be confined to such events for which it will not be necessary to undergo a systematic course of training. The outdoor life of camp, with its various activities in base ball, tennis, swimming, etc., should be sufficient preparation for running events up to the 440 yards run, and races of longer distance can well be dispensed with at camp. The purpose of the camp is to build up the boy and prepare him for a hard year at school, and training for young boys during the summer season will defeat this purpose.

CAMP LIFE HAS DEVELOPED MANY PROMINENT ATHLETES

By George C. Carens, in the *Boston Transcript.*

With the recent great development of summer camps, schools and colleges have been quick to realize how much these institutions do to insure that steady flow of good athletes that is not only desirable, but virtually necessary. Many of our college stars received their early base ball training at camp, where they were under the direction of competent coaches and where they were free to devote much of their time to their favorite sport. School boys who have spent a portion of every day during the summer on the diamond or tennis court or in the water are bound to become proficient athletes and to find the task of earning positions on the school teams a much easier task.

Every boy must learn to swim in order to care for himself in the water. Instructors usually teach the best methods so that it is not many days before the smallest members of the camp can take the "morning dip" with the larger campers. The love of the water in summer camps has no doubt been the cause of many of the marked strides made by this sport in the school and college ranks of recent years.

One of the advantages of camp life is that everyone, from the director down through the councilors, senior and junior campers, is required to share the work of bed-making, water carrying, cleaning of the grounds and other duties which under other conditions might be considered distasteful. A democracy among the campers is developed by this plan, it has been found, and tends to develop the boys physically. A part of the afternoon programme at many of the camps includes a "rest period," usually after lunch, during which time the boys are required to either sleep or read, in order that the life may not key them up to a high tension and assume a "merry-go-round" atmosphere.

Intra-camp base ball leagues are formed as a general rule, with the councilor in charge of the different teams. The councilors generally are boys who have a lot of natural ability, or athletes of more or less note who have made good as college or school players. The programme at many of the camps is practically along the lines of the "compulsory sports" systems adopted by many private schools, although not bearing that name. Every boy is given a chance to get into the game and this is especially true of base ball, for the club system is usually adopted, with intense rivalry resulting. Then, too, once or twice a week the "first" team meets nines that represent adjacent camps, and when the grouping of camps allows, a league is formed.

Evening story-telling, occasional visits from college men who are known because of their feats in the field of sports, boat and canoe racing, archery, croquet and many other activities are used to break up the routine and put zest into camp life.

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  Fencing
Mattresses
Megaphones
Mitts—
  Base Ball
  Striking Bag
Monograms
Mufflers, Knitted

Nets—
  Cricket
  Golf Driving
  Tennis
  Volley Ball
Newcomb
Numbers, Competitors'

Pads—
  Chamois, Fencing
  Sliding, Base Ball
  Wrestling
Paint, Golf
Pants—
  Base Ball
  Bathing, Knee
  Boys' Knee
  Running
Pennants, College
Plastrons, Fencing
Plates—
  Base Ball Shoe
  Home
  Marking, Tennis
  Pitchers' Box
  Pitchers' Toe
  Teeing, Golf
Platforms, Striking Bag
Poles, Vaulting
Polo, Equestrian
Polo, Roller, Goods
Posts—
  Backstop, Tennis
  Lawn Tennis

Protectors—
  Abdomen
  Base Ball Body
  Base Ball Bruise
  Indoor Base Ball
  Thumb
Pulleys and Axle, Tennis
Push Ball
Pushers—
  Chamois
  Leather
Puttees, Golf

Racket Covers
Racket Presses
Rackets, Lawn Tennis
Rackets Restrung
Racks, Golf Ball
Rapiers
Reels for Tennis Posts
Referees' Whistle
Rings—
  Exercising
  Swinging
Roque
Rowing Machines

Quoits

Sacks, for Sack Racing
Sandow Dumb Bells
Score Books—
  Base Ball
  Basket Ball
  Cricket
  Golf
  Tennis
Score Tablets, Base Ball
Scoring Tree, Tennis
Shirts—
  Athletic
  Base Ball
  Training
Shoes—
  Acrobatic
  Base Ball
  Basket Ball
  Bowling
  Clog
  Cricket
  Cross Country
  Field Hockey
  Fencing
  Golf
  Gymnasium
  Jumping
  Outing
  Running
  Squash
  Street
  Tennis
  Walking

Shot—
  Athletic
  Indoor
Skate Rollers
Skates, Roller
Slippers, Bathing
Squash Goods
Standards—
  Vaulting
  Volley Ball
Straps—
  Base Ball
  For Three-Legged Race
Spikes, Cricket
Steel Cable, Tennis Net
Sticks, Polo
Stockings
Stop Boards
Striking Bags
Stumps and Bails
Suits—
  Gymna'm, Women's
  Swimming
Supporters—
  Ankle
  Wrist
Suspensories
Sweat Band
Sweaters
Swivels, Striking Bag
Swords—
  Duelling
  Fencing

Take-Off Board
Tape—
  Adhesive
  Cricket, Measuring
  Marking, Tennis
  Measuring Steel
Tees, Golf
Tether Tennis
Tights—
  Athletic
  Full
  Full, Wrestling
  Knee
Toe Boards
Trapeze
Trousers, Y.M.C.A.
Trunks—
  Bathing
  Velvet
  Worsted
Tug-of-War Belt

Umbrella, Golf
Umpire's Chair, Tennis
Umpire Indicator
Uniforms, Base Ball

Wands, Calisthenic
Watches, Stop
Water Wings
Weights, 56-lb.
Whistles, Referees'
Wrestling Equipment
Wrist Machines

PROMPT ATTENTION GIVEN TO ANY COMMUNICATIONS ADDRESSED TO US

A. G. SPALDING & BROS.
STORES IN ALL LARGE CITIES

FOR COMPLETE LIST OF STORES SEE INSIDE FRONT COVER OF THIS BOOK

Prices in effect July 5, 1915. Subject to change without notice. For Canadian prices see special Canadian Catalogue.

ACCEPT NO SUBSTITUTE THE SPALDING TRADE-MARK GUARANTEES QUALITY

CAMP OUTFITTING

A. G. Spalding & Bros. are now making a specialty of outfitting completely Boys' and Girls' Camps—

Uniforms, Jerseys, Sweaters, Swimming Suits, Shoes, Moccasins, Blankets, Ponchos, Camp Kits, and all the appurtenances.

Correspondence with directors of camps invited and estimates cheerfully furnished.

A. G. SPALDING & BROS.

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A. G. SPALDING & BROS. TRADE SPALDING MARK MADE IN U.S.A.

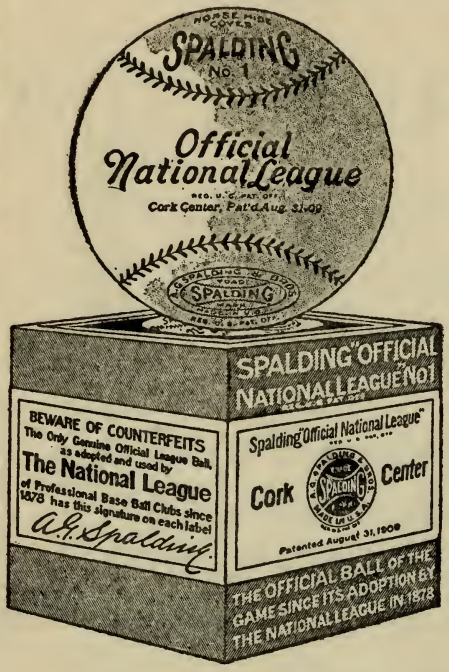
REG. U. S. PAT. OFF.

The Spalding "Official National League" Ball

REG. U. S. PAT. OFF.

PATENT CORK CENTER

PATENTED AUGUST 31, 1909


HORSE HIDE COVER
SPALDING
No. 1
Official National League
REG. U. S. PAT. OFF.
Cork Center, Pat'd Aug. 31-09
SPALDING
SPALDING "OFFICIAL NATIONAL LEAGUE" No 1
BEWARE OF COUNTERFEITS
The Only Genuine Official League Ball, as adopted and used by
The National League
of Professional Base Ball Clubs since 1878 has this signature on each label
A. G. Spalding
Spalding "Official National League"
Cork Center
SPALDING
Patented August 31, 1909
THE OFFICIAL BALL OF THE GAME SINCE ITS ADOPTION BY THE NATIONAL LEAGUE IN 1878

Adopted by The National League in 1878 and is the only ball used in Championship games since that time and, as made now with Patent Cork Center, has been adopted for twenty years more, making a total adoption of fifty-four years.

This ball has the SPALDING "PATENT" CORK CENTER, the same as used since August 1, 1910, without change in size of cork or construction. Same ball exactly as used in World Series Games of 1910, 1911, 1912 1913 and 1914.

No. 1 { Each, - - $1.25 / Per Dozen, $15.00

Each ball wrapped in tinfoil, packed in a separate box, and sealed in accordance with the latest League regulations. Warranted to last a full game when used under ordinary conditions.

THE SPALDING "OFFICIAL NATIONAL LEAGUE" BALL HAS BEEN THE OFFICIAL BALL OF THE GAME SINCE 1878

Spalding Complete Catalogue of Athletic Goods Mailed Free.

PROMPT ATTENTION GIVEN TO ANY COMMUNICATIONS ADDRESSED TO US

A. G. SPALDING & BROS. STORES IN ALL LARGE CITIES

COMPLETE LIST OF STORES ON INSIDE FRONT COVER OF THIS BOOK

Prices in effect January 5, 1915. Subject to change without notice. For Canadian prices see special Canadian Catalogue.

ACCEPT NO SUBSTITUTE — THE SPALDING TRADE-MARK — GUARANTEES QUALITY

PALDING FELT LETTERS, NUMERALS, MONOGRAMS, EMBLEMS—Sewed on Spalding Shirts Sweaters, Caps, etc.

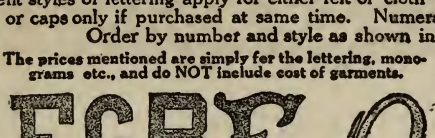
he prices for different styles of lettering apply for either felt or cloth and include cost of sewing on Spalding garments or caps only if purchased at same time. Numerals are furnished in styles to correspond to letters. Order by number and style as shown in cuts to avoid misunderstanding.

o. 17 No. 18 No. 19
FELT LETTERS
Sewed on our Hats, Caps, etc.
Any Style Letters
(See cuts 17, 18, 19)

	Each	Retail Doz.
in.,	10c.	$ .84
½ in.,	10c.	.84
in.,	15c.	1.20

Above prices are for ne felt letter or numeral on each hat, cap, etc. Two or more letters at proportionate prices.

The prices mentioned are simply for the lettering, monograms etc., and do NOT include cost of garments.



No. 1 Block Style | No. 6 Plain Style | No. 2 Special | No. 5 Fancy | No. 3 Script

Felt Letters and Numerals

Felt Lettering sewed on our garments. Either Block (No.1), Special (No.2), Fancy (No.5), or Plain (No.6) style (see cuts).

No Stiffening on Back

Size	Each	Retail Doz.
3 or 4 in.,	6c.	$ .60
5 or 6 in.,	10c.	1.08
7 or 8 in.,	15c.	1.44
9 or 10 in.,	20c.	1.92
12 inch.	25c.	2.40

Buckram Pasted Back

Size	Each	Retail Doz.
3 or 4 in.,	10c.	$1.08
5 or 6 in.,	15c.	1.56
7 or 8 in.,	15c.	1.44
9 or 10 in.,	30c.	3.00
11 or 12 in.,	35c.	3.60

No Stiffening on Back

Size	Each	Retail Doz.
3 or 4 in.,	10c.	$1.08
5 or 6 in.,	15c.	1.56
7 or 8 in.,	25c.	2.40
9 or 10 in.,	30c.	$3.00
11 or 12 in.,	35c.	3.60

Felt Lettering, Script (No. 3) style (see cut) sewed on our garments.

Buckram Pasted Back

Size	Each	Retail Doz.
3 or 4 in.,	13c.	$1.44
5 or 6 in.,	18c.	2.04
7 or 8 in.,	30c.	$3.00
9 or 10 in.,	35c.	3.60
11 or 12 in.,	45c.	4.80

No. 20 No. 21
FELT MONOGRAMS
Sewed on our Hats, Caps, etc.
Two Letters
(See cuts 20 and 21)

	Each	Retail Doz.
½ in.,	15c.	$1.44
in.,	15c.	1.44
½ in.,	20c.	1.80
in.,	20c.	1.80

FELT MONOGRAMS. No Background. Buckram Pasted Back.

When ordering, send design showing arrangement and style of letters.

No. 24 Two Letter Monogram

Size	Each	Retail Doz.
3 in.,	15c.	$1.44
4 in.,	20c.	2.16
5 in.,	25c.	2.40
6 in.,	30c.	2.76
7 in.,	35c.	3.60
8 in.,	40c.	4.20
9 in.,	45c.	4.80
10 in.,	50c.	5.40
12 in.,	60c.	6.00

No. 22 Three Letter Monogram

Size	Each	Retail Doz.
4 in.,	25c.	$2.40
5 in.,	30c.	3.00
6 in.,	35c.	3.60
7 in.,	40c.	4.20
8 in.,	45c.	4.56
9 in.,	50c.	5.04
10 in.,	55c.	5.52
12 in.,	65c.	6.60

No. 23 Four Letter Monogram

Size	Each	Retail Doz.
4 in.,	30c.	$3.00
5 in.,	35c.	3.60
6 in.,	40c.	4.20
7 in.,	45c.	4.80
8 in.,	50c.	5.40
9 in.,	60c.	6.60
10 in.,	70c.	7.20
12 in.,	80c.	8.40

FELT EMBLEMS. With Background.

When ordering, send design showing arrangement of lettering, colors, etc.

No. 10

No. 11

No. 16

No. 12

No. 13

No. 14

No. 15

One Letter (See Cut 10) Size diam.	Each	Retail Doz.
3 in.,	15c.	$1.56
4 in.,	20c.	2.16
5 in.,	22c.	2.40
6 in.,	25c.	2.64
7 in.,	30c.	3.24
8 in.,	35c.	3.60
9 in.,	35c.	3.60
10 in.,	40c.	4.20
12 in.,	40c.	4.20

Two Letters Plain or Monogram (See Cuts 11, 12) Size diam.	Each	Retail Doz.
3 in.,	20c.	$2.16
4 in.,	25c.	2.64
5 in.,	30c.	3.00
6 in.,	35c.	3.60
7 in.,	40c.	4.20
8 in.,	45c.	4.56
9 in.,	50c.	5.04
10 in.,	60c.	6.00
12 in.,	75c.	7.20

Three Letters Plain or Monogram (See Cuts 13, 14) Size diam.	Each	Retail Doz.
4 in.,	25c.	$2.64
5 in.,	30c.	3.24
6 in.,	35c.	3.84
7 in.,	40c.	4.20
8 in.,	45c.	4.80
9 in.,	60c.	6.00
10 in.,	75c.	7.20
12 in.,	90c.	9.00

Four Letters Plain or Monogram (See Cuts 15, 16) Size diam.	Each	Retail Doz.
4 in.,	$ .30	$3.24
5 in.,	.40	4.20
6 in.,	.50	5.04
7 in.,	.60	6.00
8 in.,	.70	7.20
9 in.,	.75	7.80
10 in.,	.85	8.40
12 in.,	1.00	10.20

SILK HAND EMBROIDERED LETTERS, NUMERALS, MONOGRAMS AND DESIGNS ON HATS, CAPS, SLEEVE BANDS AND HAT BANDS. (Raised Work on All Hand Embroidery—Best Quality of Silk Used.)

Silk Hand Embroidered Letters on our Hats, Caps, etc. (See cuts 26, 27, 28)

BLOCK, OLD ENGLISH or FANCY STYLE

	Each	Retail Doz.		Each	Retail Doz.
½ in.,	20c.	$1.80	1¼ in.,	35c.	$3.60
¾ in.,	25c.	2.40	1½ in.,	40c.	3.84
1 in.,	30c.	3.00	1¾ in.,	50c.	5.04

Silk Hand Embroidered Monograms on our Hats, Caps, etc. Three Letters. (See cut 29)

BLOCK OR PLAIN STYLE LETTERS

	Each	Retail Doz.		Each	Retail Doz.
¾ in.,	50c.	$4.80	1½ in.,	$.75	$7.80
1 in.,	60c.	6.00	1¾ in.,	.85	9.00
1¼ in.,	70c.	7.20	2 in.,	1.00	10.80

Prices mentioned are simply for lettering, monograms, etc., NOT including hat, cap, etc.

No. 25

No. 26

No. 27

Silk Hand Embroidered Letters or Numerals on our Hats, Caps, etc. (See cut 25)

PLAIN STYLE SOLID LETTER

	Each	Retail Doz.		Each	Retail Doz.
½ in.,	10c.	$ .96	1¾ in.,	30c.	$3.00
¾ in.,	15c.	1.44	2 in.,	40c.	3.84
1 in.,	20c.	1.80	2½ in.,	45c.	4.80
1¼ in.,	25c.	2.40	3 in.,	50c.	5.40

No. 28

No. 29

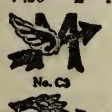
No. 30

Silk Hand Embroidered Monograms on our Hats, Caps, etc. Two Letters. (See cut 30)

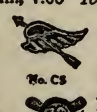
BLOCK OR PLAIN STYLE LETTERS

	Each	Retail Doz.		Each	Retail Doz.
½ in.,	25c.	$2.40	1½ in.,	50c.	$5.40
¾ in.,	30c.	3.00	1¾ in.,	55c.	6.00
1 in.,	40c.	4.20	2 in.,	65c.	6.60
1¼ in.,	45c.	4.80			

No. C1

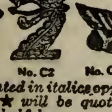


No. C3

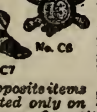


No. C5

No. C4



No. C2



No. C7

No. C6

The prices printed in italics opposite items marked with ★ will be quoted only on orders for one-half dozen or more. Quantity prices NOT allowed on items NOT marked with ★

Chenille Emblems

For Hats, Caps, Blouses, Sweaters, Coats, etc.

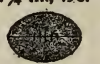
Good quality and nicely finished. Three sizes. Any design. Cuts show some of the more popular designs.

Small size, for Caps.
Each, 25c. ★ *$2.40 Doz.*
Medium, for Shirts, Coats.
Each, 35c. ★ *$3.60 Doz.*
Large, for Sweaters.
Each, 50c. ★ *$4.80 Doz.*

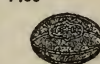
Hand Embroidered Design of Foot Ball on our Hats, Caps, etc.

(See cuts 32 and 33)

1½ inch, outlined.	Each,	$ .20
1½ inch, solid silk.	"	1.00



No. 32



No. 33

No. 34

Retail Doz., $1.80
" 10.20

Winged Foot Design (See cut 34)

1½ inch, outlined. . . . Each, 25c. *Retail Doz., $2.40*

Prices for embroidery, felt lettering, etc., quoted above, apply only where the lettering, embroidery, etc., is done at the time we make the hats, caps, etc. On hats, caps, etc., which we have not made or for lettering, etc., done after they have been finished, an extra charge will be made.

PROMPT ATTENTION GIVEN TO ANY COMMUNICATIONS ADDRESSED TO US

A. G. SPALDING & BROS.
STORES IN ALL LARGE CITIES

FOR COMPLETE LIST OF STORES SEE INSIDE FRONT COVER OF THIS BOOK

Prices in effect July 5, 1915 Subject to change without notice. For Canadian prices see special Canadian Catalogue.

COMPLETE "TRAMPING" OUTFIT AS SHOWN IN CUT, CONSISTS OF

No. 112. MIDDY. Best quality Tan Galatea or White Khaki, with Sailor collar, loose cuf and collar of self or contrasting color; plain front, with vestee. . . . . Each, $1.5
No. 214. BLOOMERS. Best Galatea. Navy or Tan color. Medium full pleated model. Pr., 2.0
No. 505. HAT. Extra fine Army Khaki, with stitched brim four inches wide. Each, 1.0
No. LT. WINDSOR TIE. Black, Navy, Red, Brown or Green. . . . . " .5
No. WHB. BOOTS. Tramping style. 12 inches high. Waterproof Tan calf; full bellow tongue. Slip soles, with flexible oak tanned outer soles. . . . . Pair, $7.5

Write us also about suitable stockings. We carry a complete assortment. Styles from 3 pairs for $1.00 to $3.00 per pair. And, include a SPALDING SWEATER.

COMPLETE "CAMPING" OUTFIT AS SHOWN IN CUT, CONSISTS OF

No. 101. MIDDY. Army Khaki or White Jean. Sailor collar; pocket. Long or elbow sleeves. $1.0
No. 219. BLOOMERS. Army Khaki; medium full pleated. . . . . Pair. 2.0
No. MKH. SILK "GOVERNMENT" MIDDY KERCHIEF—HALF. Black, Navy, Red Brown, Emerald Green or Hunters' Green. . . . . Each, $1.0
No. WCB. BOOTS. Special camping style. Selected tan leather uppers, elkskin sole Full heels. . . . . Pair, $4.0

and

No. 4. MOCCASINS. Selected brown leather, oil tanned. Sizes 3 to 6, inclusive. " 2.2

We recommend also for inclusion with this outfit:

No. 503. HAT. Four-inch brim. White Canvas, with or without green facing; or Arm Khaki. . . . . Each, 75

Also where preferred instead of Moccasins:

No. IB. SHOES. Low cut. Canvas, Tan or White, with rubber spiral surface soles. Pr., $1.5

and

No. 18. BASKET BALL. Leather case, regular style. Guaranteed rubber bladder. Ea., 3.0
No. 01. CANVAS CASE. For carrying inflated Basket Ball. . . . . " 1.0

BOATING, CANOEING OR YACHTING SUIT AS SHOWN IN CUT CONSISTS OF

No. 123. MIDDY. White Khaki or Tan Galatea; special cut front; sailor collar and cuffs o self or contrasting color, trimmed with braid; lace front; three-quarter length sleeves; bel loops; fast colors. . . . . Each, $2.0
No. 224. BLOOMERS. Poplin; fast colors, Navy Blue, Brown or Black; medium ful pleated model. . . . . Pair, $3.0
No. MKW. SILK "GOVERNMENT" MIDDY KERCHIEF—WHOLE. Black or Navy. Ea., 1.7
No. 30. BELT. Width 3 inches. Green, Navy, Tan, Cadet, Red or Black enamel leather Gilt or gun metal buckle. . . . . Each, $1.5
No. 20. BELT. Width 2 inches. Otherwise same as No. 30. . . . . " 1.0
No. 503. HAT. Four-inch brim. White Canvas, with or without green facing; or Army Khaki. . . . . Each, $ .7
No. FAL. SHOES. Special selected russet calf, best rubber flat soles; silk laces. Pair, 6.5

COMPLETE "FENCING" OUTFIT AS SHOWN IN CUT, CONSISTS OF

No. 217. BLOOMERS. Best quality French Serge, Green, Brown, Black or Navy; circular no fulness at hips. . . . . Pair, $5.0

or

No. 218. BLOOMERS. Good quality Storm Serge, Black or Navy; circular, no fulness a hips. . . . . Pair, $4.0
No. C. FENCING JACKET. Special quality Brown Canvas, with collar; correct design. Ea., 3.5
No. 3L. PLASTRON. Good quality leather, padded and quilted; shaped at waist. " 3.0
No. 6. GLOVE. White buck, with gauntlet. . . . . " 1.2
No. LW. FENCING SHOES. Soft tanned leather, reinforced across toe and instep. Pair, 5.0

Together with

No. 14L. FOILS. Figure 8 guard; nickel-plated and polished mountings; 32-in. blades. Pr., 4.0
No. 3. MASKS. Face, ear and forehead guards; close mesh and strongly made; trimmed with black patent leather; padded head spring and chin piece. . . . . Pair, $4.0

Complete
"Tramping"
Outfit

Complete
"Camping"
Outfit

Boating, Canoeing
or Yachting Suit

Complete
"Fencing"
Outfit

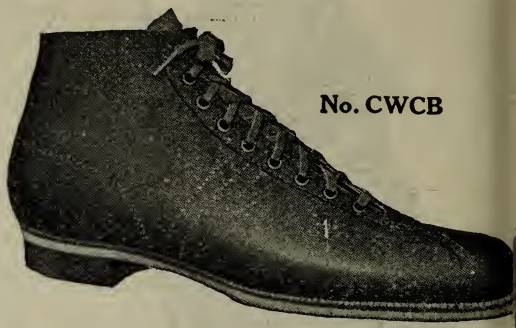
ACCEPT NO SUBSTITUTE **THE SPALDING** TRADE-MARK GUARANTEES QUALITY

Camp Shoes for Women and Girls

No. **CWCB.** Women's. Special easy walking style. Selected tan leather uppers. Elkskin soles. Full heels. Pair, **$4.00**

No. **CIHL.** Canvas. High cut. Best quality rubber soles. . Pair, **$1.60**

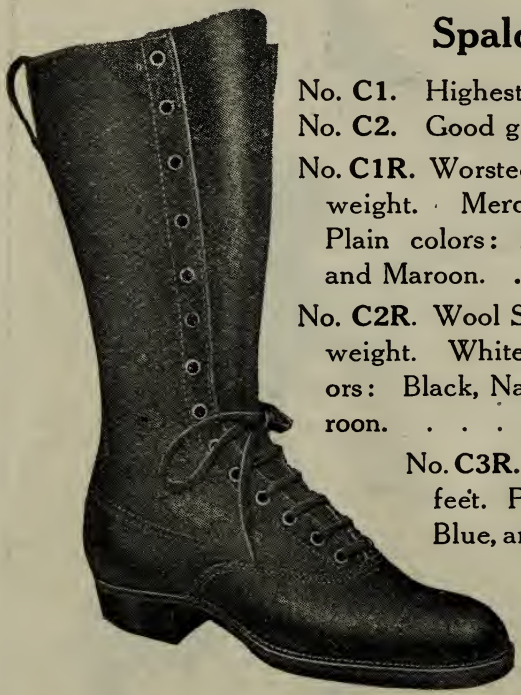
No. **CIB.** Canvas. Low cut. Rubber soles. Best quality. Pair, **$1.50**



No. CWCB

Spalding Women's Hiking Boots

No. **CWHB.** Tramping style. 12 inches high. Waterproof tan calf; full bellow tongue. Slip soles, with flexible oak tanned outer soles. . . . . Pair, **$7.5**



No. CWHB

Spalding Camp Stockings

No. **C1.** Highest grade cotton, plain colors. . Pair, **90**

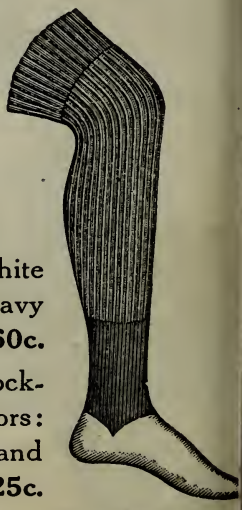
No. **C2.** Good grade cotton, plain colors. . . " **35**

No. **C1R.** Worsted Stockings. Heavy weight. Mercerized white feet. Plain colors: Black, Navy Blue, and Maroon. . . . Pair, **$1.00**

No. **C2R.** Wool Stockings. Medium weight. White feet. Plain colors: Black, Navy Blue, and Maroon. . . . . Pair, **80c.**

No. **C3R.** Wool Stockings. White feet. Plain colors: Black, Navy Blue, and Maroon. Pair, **60c.**

No. **C4R.** Cotton Stockings. Plain colors: Black, Navy Blue, and Maroon. Pair, **25c.**



No. C1R

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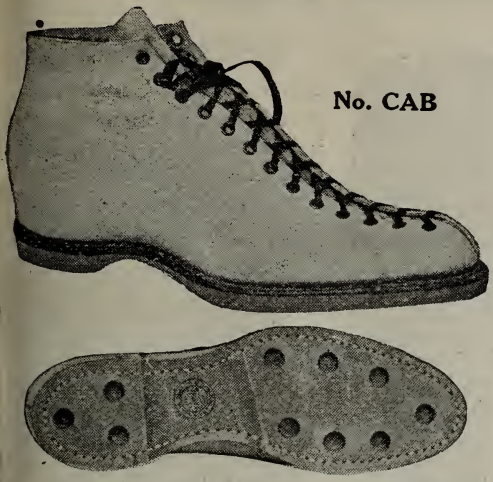
Spalding Camp Shoes and Moccasins

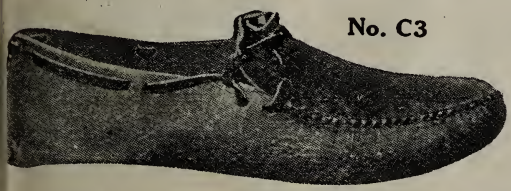


No. CAB

No. **CAB.** High cut. Leather color, light drab; blucher cut. Suction or plain soles. . . . . Pair, **$5.00**

No. C1

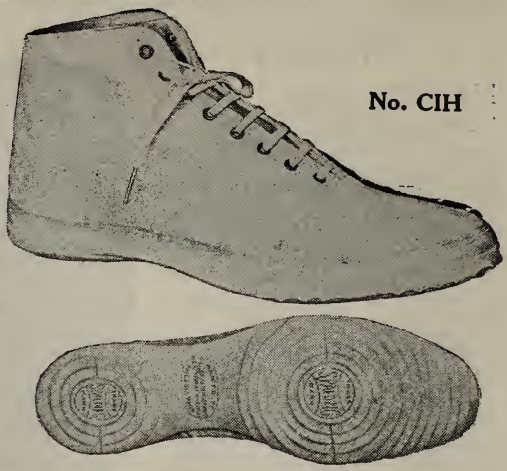
No. **C1.** Neat moccasins. Blucher cut, with leather sole and spring heel. Sizes, 3 to 11, inclusive. . . . Pair, **$3.25**



No. C3

No. **C3.** Comfortable soft leather moccasins; very durable. Sizes, 6 to 11, inclusive. . . . . Pair, **$2.50**

No. **C4.** Selected brown leather moccasins; oil tanned. Sizes, 3 to 6, inclusive. . . . . Pair, **$2.25**



No. CIH

No. **CIH.** White canvas uppers. High cut, with best quality white rubber soles. . . . . Pair, **$1.75**

No. **CI.** Low cut. Otherwise same as No. CIH. . . . . Pair, **$1.50**

No. **CKB.** Low cut. White canvas uppers, black rubber soles. Pair, **75c.**

No. C9

No. **C9.** High cut. Chrome leather. Good for general camp wear, boating, etc. Sizes, 6 to 11, inclusive. Pair, **$3.50**

Spalding Camp Pants and Trousers

Trousers

No. **C3T.** Duck. White. "Camp dress." Loops for belts. Cuffs. Pair, **$1.50**

No. **C3CL.** Canvas. Tan. Belt straps. Cuffs. Pair, **$1.50**

Trousers

Knickerbockers

No. **C4DK.** Canvas. Tan or white. Full style. Elastic bottoms. . Pair, **$1.25**

No. **C3.** Flannel. Baseball style. Navy or Gray. Pair, **$2.50**

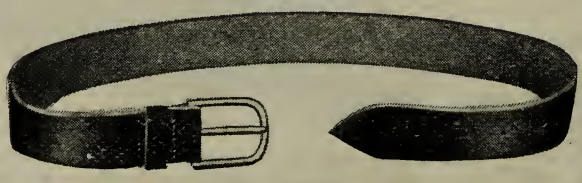
Knickerbockers

Camp Flappers

Camp Flappers

No. **C4.**	Silesia. White, Black, Gray.	Pair, $ .5
No. **C4D.**	White duck.	" .7
No. **C5D.**	Khaki.	" 1.0
No. **C9C.**	Flannel, light weight. Plain Navy, Gray or Olive Drab.	" 1.5
No. **C8C.**	Flannel, heavy weight. Navy Blue.	" 2.0
No. **C7C.**	Flannel. Olive Drab or Gray.	" 2.0

Stripes down sides, extra. Pair, **25c.**



No. C725

Belts

No. **CC.** Canvas Belt. White. Nonrustable metal buckle. Each, **50**

No. **C725.** Leather Belt. Tan, Orange or Black. Nickel buckle. Each, **50**

Spalding Camp Shirts

The matter of comfort must be considered equally with durability in the selection of wearing apparel for camp use. The Spalding Trade mark is your guarantee of satisfaction.

No. C490

No. **C490.** Flannel. Heavy weight. Navy Blue. Two pockets. Full sleeves. Ea., **$3.50**

No. **C474N.** Flannel. Light weight. Navy Blue. Two pockets. Full sleeves. Ea., **$2.50**

No. **C406G.** Flannel. Light weight. Gray. Two pockets. Full sleeves. Each, **$2.50**

No. **C406K.** Flannel. Light weight. Khaki color. Two pockets. Full sleeves. Ea., **$2.50**

No. **CT.** Sweat Shirt. Heavy fleece lined. With or without collar. . . Each, **$2.00**

No. CT Shirt, Showing Fleece Lining

No. C600

No. **C600.** Sleeveless worsted shirt. Plain colors. . . . Each, **$1.25**

No. **C6E.** Sleeveless sanitary cotton shirt. Plain colors. . Each, **50c.**

No. **C600S.** Sleeveless worsted shirt, with 6-inch stripe around chest. . . . . Each, **$1.50**

No. **C6ES.** Sleeveless sanitary cotton shirt, with 6-inch stripe around chest. . . . . Each, **75c.**

No. C

SPALDING ATHLETIC LIBRARY

The only complete series of Athletic Hand Books ever published, including Books of Instruction and Official Rules on every Athletic Sport for both boys and girls.

Send for complete list of books.

Spalding Camp and Athletic Jerseys

For general athletic or camp wear there is no garment that quite comes up to the jersey for comfort, convenience and all around usefulness. Spalding jerseys are made of special high grade worsted, all of long fiber, selected wool, warranted to hold the shape after long wear.

No. C10P

Spalding Roll Collar Jerseys—Fashioned

No. **C10P.** Special quality worsted. Solid colors. . . . . Each, **$2.75**

No. **C11P.** Fine quality worsted. Solid colors. Each, **$2.25**

Body stripes on above, extra, **25c.** each.

Jerseys are being used more and more by base ball players instead of regular base ball shirts. We supply separate pants, and prices will be quoted on request for various qualities.

Spalding Coat Jerseys

No. **C10CP.** Special quality heavy weight worsted. Solid colors or trimmed with different color (not striped), on cuffs, collar and front edging. Pearl buttons. Two pockets. . . . . Each, **$3.50**

No. C10CP

When Ordering

Don't neglect to mention the catalogue number of each separate item on your order. The number of the catalogue page is not necessary but the number of the article required is very important. Don't order goods "same as last." We want to give good service and save time and bother for our customers. Your co-operation will help us do it.

Spalding Camp and Athletic Sweaters

No. CWJP

Showing Reversible Collar Sweater with collar turned up and buttoned for general wear. Collar may be turned down, making neatest form of Button Front Sweater.

No. **CWJP.** Highest quality special heavy weight worsted, with pockets on each side. Special reversible collar (see cut). Solid colors, or with one color body and another color (not striped), collar and cuffs. Pearl buttons. . . . . Each, **$8.00**

No. **CWDJP.** Medium weight worsted, otherwise same as No. CWJP. . . . Each, **$6.50**

No. CVGP

No. **CVGP.** Best quality worsted. Heavy weight. Two pockets. Pearl buttons. Solid colors, or with one color body and another color (not striped) collar and cuffs. Ea., **$6.50**

No. **CVG.** Without pockets. Otherwise same as No. CVGP. . . . . Each, **$6.00**

No. CBG

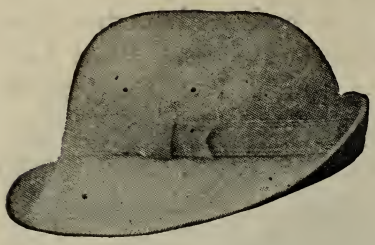
No. **CBG.** Vest collar style. No buttons. Best quality worsted. Good weight. Solid colors or with one color body and another color (not striped), collar and cuffs. . . . . Each, **$5.50**

All Spalding Sweaters are full fashioned, that is, knit to shape, and body, arm and neck or trimming put together by hand.

ACCEPT NO SUBSTITUTE THE SPALDING TRADE-MARK GUARANTEES QUALITY

Spalding Camp Hats

Where Special Color Combinations are required to carry out some distinctive camp idea, we will gladly submit, on request, samples and special designs.



No. CWFH

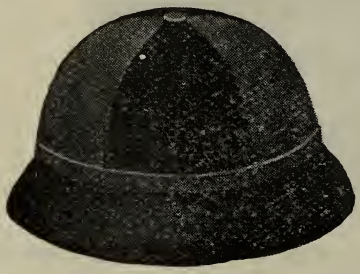
Made of best materials, for long wear and general satisfaction. All except No. C420 are the product of Spalding Factories.

No. C202

No. **CWFH.** White flannel, special design, stitched brim. For boys and girls. Suitable for dress occasions and tennis. . . . . Each, **$1.50**

No. **C202.** Round Crown, in Gray, White, Maroon, Black or Navy Blue. Good quality flannel. Plain brim or brim bound with different color. Supplied also in khaki. . . . . Each, **$1.00**

No. **C202S.** Square Crown. Otherwise same as No. C202. . . . " **1.00**



No. C300B

No. **C300B.** "Bull Dog" shape, in Gray, White, Maroon, and Navy Blue flannel. Plain or in different color combinations and with or without narrow band of different color.

Each, **$1.00**

No. C204

No. **C204.** Plain white duck, special design, stitched brim, "Bull Dog" shape. . . . . Each, **50c.**

No. C420

No. **C420.** Sou'wester Storm Hat. Oiled, lined, waterproof. Black or khaki color. . . . . Each, **60c.**

Base Ball and Outing Caps in great variety, listed in Spalding Spring and Summer Catalogue.

A complete line of Athletic Equipment for Camp Use shown in Spalding Spring and Summer Catalogue, sent on request, to any address.

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A. G. SPALDING & BROS.
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Slicker

No. **C280.** Oiled Slicker. Long. Black or Khaki. Waterproof. Medium size, for Boys, 6 to 16, inclusive. Each, **$2.50**

Blankets—Wool and Rubber

No. **C6D.** Wool; heavy weight; durable. 6 lbs., army style. West Point Gray. . . . . Each, **$5.00**

No. **C14.** Rubber, flannel lined; 52x78 inches. Sheeting style. lustre finish. . . . . Each, **$3.00**

No. **C3½.** Rubber; heavy; lustre finish; 45x72 inches. Sheeting style. . . . . Each, **$1.75**

No. **C2½.** Rubber; plain; sheeting style; lustre finish. 45x72 inches. . . . . Each, **$1.50**

No. **C11.** Rubber blanket; poncho style; dull finish. 45x72 inches. " **2.25**

No. **C12.** Rubber blanket; poncho style; lustre finish. 45x72 inches. " **2.00**

Ponchos—Rubber and Oiled

No. **C10.** Rubber Poncho. Dull finish; 66x72 inches. Check back. Each, **$4.50**

No. **C1.** Rubber Poncho. Dull finish; 66x72 inches. Plain back. " **4.00**

No. **C336.** Oiled Poncho. Black or Khaki. 54x72 inches. . . . " **2.25**

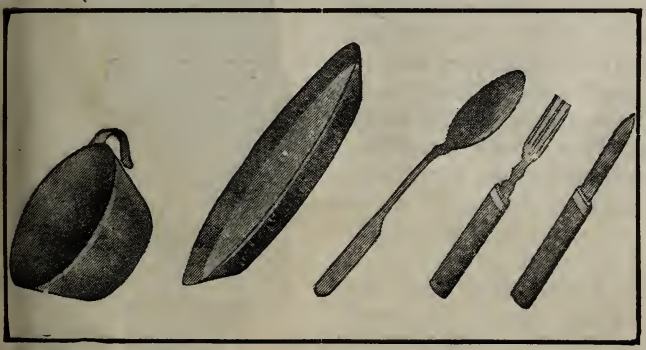
Prices on larger sizes quoted upon inquiry.

Towels

No. **C271.** Turkish. Extra heavy, plain white. Size, 27x50. Made of double twisted yarn, very durable. . . . . Each, **90c.**

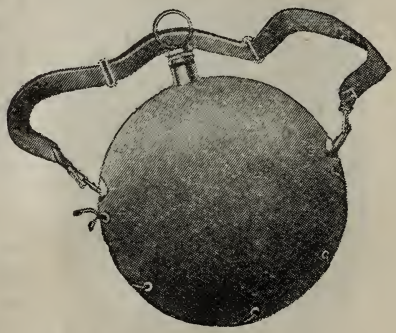
Pennants and Camp Flags. All styles and sizes. Special list on request.

Camp Kit



No. **CSB.** Consisting of: Aluminum Cup, Spoon, Plate, and Combination Knife and Fork. . . . . Complete, **$1.50**

Canteen



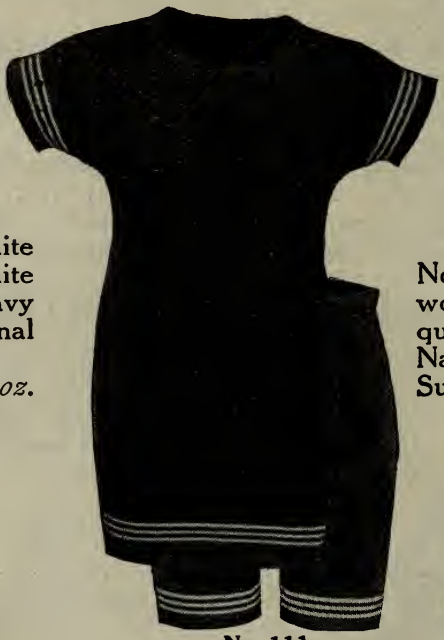
No. **CM.** Metal, felt inside, canvas covered. Shoulder strap. Capacity ½ gallon. . . . . Each, **$2.25**

ACCEPT NO SUBSTITUTE **THE SPALDING** TRADE-MARK GUARANTEES QUALITY

Spalding Two Piece Bathing Suits

ALL STYLES FURNISHED IN SIZES 28 TO 46 INCHES CHEST MEASUREMENT CHANGE POCKET IN TRUNKS OF ALL SPALDING SUITS.

No. **115.** Sleeveless, extra quality fashioned worsted, with attractive striping, solid colors and mixtures, on skirt of shirt and bottoms of tights in following colors: Black trimmed Gray, Brown and White stripe; Iron Gray, White and Black stripe; Navy trimmed Maroon, Cardinal and White Stripe.
Suit, **$6.00** ★ *$64.80 Doz.*



No. 111

No.**111.** Quarter slee striped worsted, f fashioned, best quali in following colors or Gray trimmed Whi Black trimmed Cardir Navy trimmed Wh Suit, **$5.00** ★ *$54.00 I*

No. **110.** Sleevele worsted, full fashioned, b quality. Plain colors or Navy, Black or Iron Gr Suit, **$5.00** ★ *$54.00 D*

No. 115

No. **614.** Sleeveless, fine quality worsted, striping on shirt and tights in following colors only: Black with Cardinal and White striping; Navy with Gray and White striping; Gray with Navy and Cardinal striping; Iron Gray with White and Black striping.
Suit, **$3.50** ★ *$37.80 Doz.*

The prices printed in italics opposite items marked with ★ will be quoted only on orders for one-half dozen or more. Quantity prices NOT allowed on items NOT marked with ★

No. 614

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Spalding Two Piece Bathing Suits

ALL STYLES FURNISHED IN SIZES 28 TO 46 INCHES CHEST MEASUREMENT. CHANGE POCKET IN TRUNKS OF ALL SPALDING SUITS.

o. **100PC.** Pacific past style; that is, one ece, but with skirt hich cannot be tucked side of tights. Sleeve-ss, striped worsted, full shioned, best quality. following colors only: ray trimmed Navy; avy trimmed Cardinal; avy trimmed White. iit, **$3.50** ★ *$37.80 Dz.*

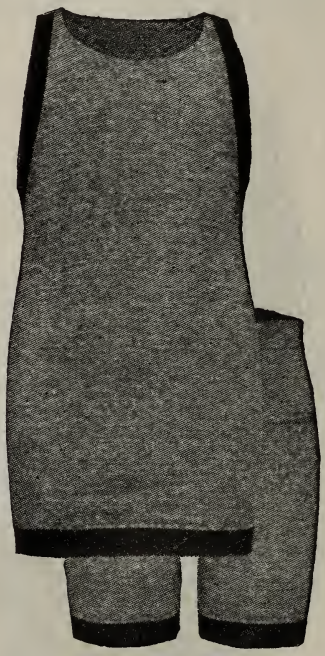
No. 100PC

No. 600F

No. **600F.** Consisting of sleeveless, fine quality worsted shirt with stripe around chest; Navy and White, Navy and Red, and Gray and Cardinal; good quality Gray or Navy flannel knee pants. Flannel pants dry quickly. Special white canvas bathing belt.
Suit, **$3.50** ★ *$37.80 Doz.*

No. **109.** Sleeveless, fine quality worsted, solid colors only, either Black, Navy Blue or Heather Mixture.
Suit, **$3.50** ★ *$37.80 Doz.*

No. **195.** Sleeveless, fancy worsted, with attractive striping on shirt and tights in following colors: Gray trimmed White; Navy trimmed White; Black trimmed Red; Gray trimmed Navy.
Suit, **$3.50** ★ *$37.80 Doz.*



No. 195

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Spalding Two Piece Bathing Suits

ALL STYLES FURNISHED IN SIZES 28 TO 46 INCHES CHEST MEASUREMENT
CHANGE POCKET IN TRUNKS OF ALL SPALDING SUITS

No. **600BS.** Sleeveless, fine quality cut worsted with fancy striping on shirt and tights in following colors: Navy trimmed White; Black trimmed Red; Black trimmed Green.

Suit, **$3.00** ★ *$32.40 Doz.*

No. **600.** Sleeveless, fine quality cut worsted, furnished in plain colors only; Navy, Black or Gray.

Suit, **$2.50** ★ *$27.00 Doz.*

No. 600PCS

No. **600PCS.** Pacific Coa style, that is, one piece, b with skirt which cannot l tucked inside of tight Sleeveless, striped c worsted, in following color Navy trimmed White; Bla trimmed Red; Dark Gr trimmed White.

Suit, **$3.00** ★ *$32.40 Do*

No. **601.** Quarter sleeve, fi quality cut worsted in pla Navy, Black, and Maroon.

Suit, **$3.00** ★ *$32.40 Do*

No. 600BS

No. **600PC.** This suit is made in what is known as the Pacific Coast style, all in one piece, but with skirt which cannot be tucked inside of tights. Sleeveless, fine quality cut worsted in plain colors only, either Navy, Black, Gray or Maroon.

Suit, **$2.50** ★ *$27.00 Doz.*

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No. 600PC

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Spalding Two Piece Bathing Suits

ALL STYLES FURNISHED IN SIZES 28 TO 46 INCHES CHEST MEASUREMENT

CHANGE POCKET IN TRUNKS OF ALL SPALDING SUITS

No. 28

No. 200. Sleeveless, three-quarters worsted. Plain colors only, Navy or Black.
Suit, **$2.00** ★ *$21.60 Doz.*

No. **28.** Quarter sleeve, cotton, fashioned, mercerized silk trimming, in following colors only: Navy trimmed Red; Navy trimmed White.
Suit, **$1.50** ★ *$16.20 Doz.*

No. P2S

No. **P2S.** Pacific Coast style, finest quality cotton, trimmed shirt and tights. Colors: Navy and Red or Navy and White only.
Suit, **$1.50** ★ *$16.20 Doz.*

No. **606.** Sleeveless, cotton, in Navy Blue, with either Red or White trimmings on shirt and tights. Suit, **$1.00** ★ *$10.80 Dz.*

No. **605.** Sleeveless, cotton, Navy Blue.
Suit, **75c.** ★ *$8.10 Doz.*

No. 606

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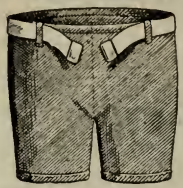
Shirt of No. 3R Suit



Trunks of No. 3R Suit

Patent Combination Swimming Suit

No. 3R. Best quality worsted, in solid color only, either plain Black, plain Navy Blue or plain Gray. Shirt has combination supporter. Arm holes extra large and shirt fastens to trunks at side with invisible catches, making a tight fitting, neat combination. White canvas belt, with adjustable buckle, forms part of trunks, no drawing tape to knot or break. Pocket for change, etc., inside of trunks. Furnished in regular length and extra long. Suit, **$5.00**

No. 2S

Expert Racing and Swimming Suits

No. 2S. Men's. Good quality silk one-piece suit. Navy Blue or Black. Buttons over shoulders. Suit, **$3.50** ★ *$37.80 Doz.*
No. 2SL. Women's. Otherwise same as No. 2S. Suit, **$3.50** ★ *$37.80 Doz.*
No. 4R. Fine quality worsted. Made in plain Navy Blue or plain Black. Buttons over shoulders. Suit, **$3.00** ★ *$32.40 Doz.*
No. 2R. Mercerized cotton, silky finish. Plain Black or Navy Blue. Buttons over shoulders. Suit, **$2.00** ★ *$21.60 Doz.*
No. 1R. Men's. Cotton. Plain Black or Navy Blue. Snug fitting. Buttons over shoulders. Suit, **$1.00** ★ *$10.80 Doz.*
No. 1RL. Women's. Same as No. 1R. Supplied also in Gray. Suit, **$1.00** ★ *$10.80 Dz.*

Spalding One-Piece Bathing Suits

No. 50. Sleeveless, cotton. Solid Navy Blue. Button at shoulders. . . Suit, **75c.** ★ *$8.40 Doz.*
No. 743. Men's sizes, 32 to 44 inch chest; fancy stripes; button in front. . . . . Suit, **75c.** ★ *$8.10 Doz.*
No. 521B. Boys' sizes, 24 to 32 inch chest; fancy stripes; button in front. . . . . Suit, **50c.** ★ *$5.40 Doz.*

Flannel Bathing Knee Pants

No. F. Good quality Gray or Navy flannel knee pants; fly front; belt loops. Loose fitting and just the thing for those who dislike bathing tights. Dry quickly. . . Pair, **$2.00**

Spalding Worsted Bathing Trunks

No. 1. Worsted, full fashioned, best quality, in Navy, Black, and Maroon. Pair, **$2.00** ★ *$21.60 Doz.*
No. 2. Cut worsted, in Navy, and Black. . Pair, **$1.00** ★ *$10.80 Doz.*

No. 1

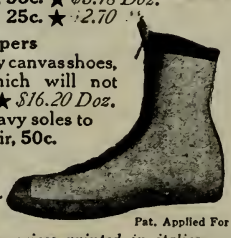
Cotton Bathing Trunks

No. 601. Navy Blue; Red or White stripes. . . Pair, **50c.** ★ *$5.40 Doz.*
No. 602. Solid Navy Blue. Pair, **35c.** ★ *$3.78 Doz.*
No. 603. Fancy stripes. . " **25c.** ★ *2.70* "

Spalding Bathing Slippers

No. FL. Extra high cut; best quality canvas shoes, with special leather soles which will not harden. . . . . Pair, **$1.50** ★ *$16.20 Doz.*
No. 13. White canvas. With heavy soles to give protection to the feet. . Pair, **50c.**

No. 13



No. FL

Pat. Applied For

Spalding Water Polo Balls

No. LC. Special leather cover water polo ball. This style is used in games under official rules. Ea., **$6.00**
No. 1. White rubber fabric. Inflated, with key. Regulation size. Ea., **$2.00**

Official Water Polo Goal Nets

Made in accordance with official rules. . . . . Pair, **$10.00**

No. LC

No. WPC

Official Association Water Polo C

No. WPC. Used to distinguish swimmers in match races, and to point out easily players on opposing teams in water polo games, the caps being made in a variety of colors. Each, **$1.0**

Water Polo Guide

No. 129. Directions for playing official rules. . . . . Each, **10**

Bathing and Swimming Caps

No. SH. Extra heavy pure gum rubber; large size; furnished in Black, Tan or Red. . . . . Each, **75**

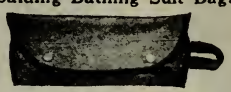
No. S

No. S. Good quality pure gum rubber; large size; Black, Tan or Red. Each, **50c.**

No. DSC

No. DSC. White duck skull cap, tape bound; ventilated. . . . Each, **25c.**

Spalding Bathing Suit Bags



No. 1. Bag closed.

No. 1. Bag open. Note extra inside flap.

No. 1. Bag, for one suit. Blue mackintosh material, waterproof; braid bound; glove clasp snap fasteners. Handle for carrying at top. Supplied in medium and large sizes. Ea., **50c.**
No. 2. Bag, for two suits. Special design adjustable roll effect. Blue mackintosh material, waterproof; braid bound; glove clasp snap fasteners. Handle at side for carrying. Supplied in medium and large sizes. . . . . Each, **$1.00**

No. 2. Bag closed.

No. 2. Bag open. Note ample size and convenient shape.

Canvas Bathing Belt

No. C. Made of white canvas, with metal buckle. Each, **50**

Ayvad's Water Wings

No. 1. Plain white. Ea., **25c.** No. 2. Variegated colors. Ea., **35**

The prices printed in italics opposite items marked with ★ will be quoted only on orders for one-ha dozen or more. Quantity prices NOT allowed on items NOT marked with ★

SPALDING OFFICIAL BASKET BALL

OFFICIALLY ADOPTED AND STANDARD

Cover is made in four sections, with capless ends, and of finest and most carefully selected pebble grain leather, special tanned. Extra heavy bladder, made especially for this ball, of extra quality pure Para rubber (not compounded). Each ball packed complete, in sealed box, with rawhide lace and lacing needle, and guaranteed perfect in every detail. To provide that all official contests may be held under absolutely fair and uniform conditions, it is stipulated that this ball must be used in all match games of either men's or women's teams.

No. **M.** Spalding Official Basket Ball. Each, **$7.50**

WE GUARANTEE this ball to be perfect in material and workmanship and correct in shape and size when inspected at our factory. If any defect is discovered during the first game in which it is used, or during the first day's practice use, and, if returned at once, we will replace same under this guarantee. We do not guarantee againt ordinary wear nor against defect in shape or size that is not discovered immediately after the first day's use. Owing to the superb quality of our No. M Basket Ball, our customers have grown to expect a season's use of one ball, and at times make unreasonable claims under our guarantee, which we will not allow.

A. G. SPALDING & BROS.

DATE DUE

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prices that similar goods are sold for in our New York, Chicago and other stores.

All Spalding dealers, as well as users of Spalding Athletic Goods, are treated exactly alike, and no special rebates or discriminations are allowed to anyone.

This briefly, is "The Spalding Policy," which has already been in successful operation for the past 16 years, and will be indefinitely continued.

In other words, "The Spalding Policy" is a "square deal" for everybody.

A. G. SPALDING & BROS.

By A. G. Spalding.

PRESIDENT.

BRIGHAM YOUNG UNIVERSITY
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